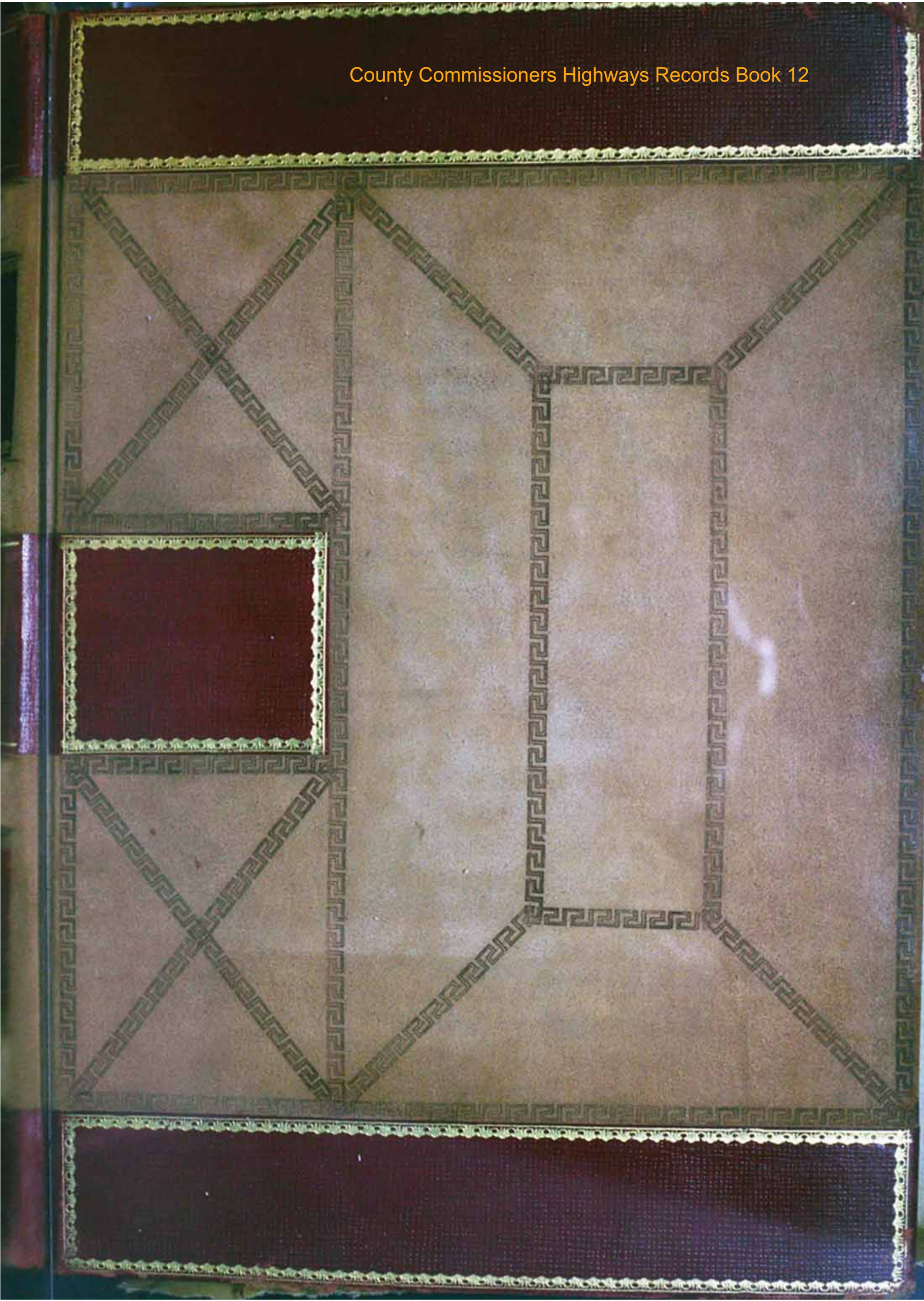


County Commissioners Highways Records Book 12



Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners, begun and holden at Springfield, within and for the County of Hampden, on the fourth Tuesday of December, being the twenty-fourth day of said month, in the year of our Lord one thousand eight hundred and eighty-nine.

Present, Leonard Clark, Esq. Chairman,	} County
Lewis F. Root, Esq.	
Ansel F. Wildes, Esq.	
	} Commissioners.

and by adjournment on the first and ninth days of January, the fourth day of February, the fourth day of March, and on the first day of April, in the year of our Lord one thousand eight hundred and ninety.

Present, Leonard Clark, Esq., Chairman,	} County
Lewis F. Root, Esq.	
Harvey D. Bagg, Esq.	
	} Commissioners.

Harvey D. Bagg of West Springfield, having been declared by the Board of Examiners, elected County Commissioner for the term of three years, and having been duly sworn, appears on said first day of January, and the Board, consisting of Leonard Clark, Lewis F. Root and Harvey D. Bagg, Esquires, proceed to the choice of a Chairman. The whole number of votes cast is three, of which, Leonard Clark has two, and is chosen Chairman of the Board for the year ensuing.

To the County Commissioners of the County of Hampden:-

Respectfully represent the undersigned, inhabitants of the Town of Chicopee, in said County, that the location of the Highway known as Plainfield Street between Wason Street in Springfield in said County and the point of its intersection with the main road between Chicopee and Springfield, in the town of Chicopee, is uncertain in several places and generally need revision and that a portion of said Plainfield Street has been washed away by the Connecticut River.

Wherefore we pray your Honorable Board to view said Highway and locate it anew, making such alterations in its course and width as may be deemed best.

Chicopee, Mass., July 23, 1889.

Emerson Gaylord and others, Petrs.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the

Emerson Gaylord
et als. petrs. for
alteration of high-
way in Chicopee.

30.

For Plan, See Book
of Plans, Page 95.

fourth Tuesday of June, in the year of our Lord one thousand eight hundred and eighty-nine, when the Commissioners, deeming a view of the premises expedient, appointed Monday, the ninth day of September then next and 9.30 o'clock in the forenoon, at the Court House in Springfield, as the time and place for viewing the premises; and caused a copy of said petition to be served upon the clerk of the town of Chicopee and the Connecticut River R. R. Co., being the town within which such alteration is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition containing the substance thereof, to be posted in two public places in said town, and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said ninth day of September, the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same the further consideration thereof was deferred till the next regular meeting of the Commissioners, held at Springfield aforesaid, on the first Tuesday of October then next, at which meeting the parties were heard, and after the hearing, said Commissioners proceeded to consider and adjudicate upon the prayer of said petition, and after considering the same, said Commissioners did adjudge that common convenience and necessity require that the prayer of the petition be granted, and after adjudicating as aforesaid, said Commissioners appointed Friday, the first day of November then next and 10.30 o'clock in the forenoon, at the Court House, in said Springfield, as the time and place when and where they would meet and proceed to alter as aforesaid, and the said Commissioners having given notice of the adjudication and the time and place appointed for said alteration, in the same manner as the notice and publication was given and made, and as is by law in such case made and provided, before proceeding to view (except publishing an abstract of said petition instead of a copy thereof,) on the said first day of November met and continued the proceedings in

said matter to their next regular adjourned meeting and so from meeting to meeting until this twenty-fourth day of December, A. D. 1889, when said Commissioners do-proceed to locate said alteration, as follows, to wit: Beginning at a stone monument about four and one half feet (4 1/2) Southerly of the monument marking the line between Springfield and Chicopee, - said first mentioned monument being one set by the Wason Company, at a corner of their land, - and said first mentioned point being N. 2° 42' W. 280 40/100 ft. from a similar bound, said last bound being opposite Sta. No. 13 in the layout of Plainfield Street made by the County Commissioners Dec. 1850, the first course bears N. 34° 0' E. 455 50/100 ft. to a granite monument; thence the second course extends 200 ft. to a granite monument making an angle of 8° 48' to the left or west of first course produced; thence the third course runs northerly 319 80/100 feet to a granite monument making an angle of 10° 3' to the right or east of last course; thence the fourth course runs northerly 875 feet to a stone monument (No. 5 on Plan.) making an angle of 2° 20' to the left or west of last course; monument No. 5 marks the intersection of the east and south lines of Plainfield Street; thence in the same course produced 66 80/100 feet to monument No. 6 on the north side of the street. From this point the northerly line of the street extends to the right or east of the last course produced making an angle of 47° 53' and ending at a granite monument at the west side of the Rockrimmon Road distant 682 35/100 feet. The north line is extended west from monument No. 6 to intersect the west line of said street south of said point. Plainfield Street is laid out three rods wide (49 50/100 ft.) from the beginning of this location to monument No. 5 and is remonumented beyond this point, the width remaining the same, three rods. Said highway is to cross the Connecticut River Railroad at a level, the said County Commissioners adjudging that public necessity so requires, The Springfield Provision Company are permitted to build and maintain a tunnel to extend under the road easterly from the River 60 feet long. It is to be built of hard sewer brick laid in cement and mortar. The walls of the tunnel must be one foot thick in every part, and the foundation or bottom to be two feet deep. The County Commissioners having heard all persons and corporations interested in relation to the question of damages, who expressed a desire to be heard thereon, consider and adjudge that there shall be paid from

the County Treasury, the sum of Five Hundred Dollars,
to the Springfield Provision Company, \$ 500.00
the same being in full compensation for all damages sustained by them in
consequence of the foregoing alteration.

No other persons or corporations having appeared to claim damages, and
in the opinion of the Commissioners, none others being entitled to dam-
ages, none others are awarded.

The owners of land, over which the foregoing alteration of highway is
made, are allowed until the first day of February, A. D. 1890, to re-
move their buildings, timber, trees and fences therefrom.

It is further ordered by the County Commissioners, that the said town of
Chicopee, cause the foregoing alteration of highway to be made, construct-
ed and completed to the acceptance of the County Commissioners, on or be-
fore the first day of April, A. D. 1890.

Leonard Clark and Ansel F. Wildes, County Commissioners, being disquali-
fied to act on account of residence, Harvey D. Bagg, and Benjamin F. Burr,
Special Commissioners, were called in, and acted in their stead.

L. F. Root (County Commissioner.

Harvey D. Bagg }
B. F. Burr. } Special Commissioners.

All of which, by the report of said Commissioners filed among the pro-
ceedings on the aforesaid petition, fully appears. And now, the said
report being read and considered is accepted, and the road established
as and for a public highway.

Ethan Brooks et als. West Springfield, Mass., Aug. 1, 1889.

Petrs. for altera- To the Honorable County Commissioners of Hampden County:

tion & Discon. of We, the undersigned citizens of West Springfield, respectfully rep-
highway in West resent that the road leading southerly from the southeasterly corner of
Springfield. the yard of the school house in the Riverdale district in this town, to
31. a point nearly opposite the house known as the Ruggles Kent House, and
For Plan, - See a portion of the road leading westerly from this section and known as
B. P. Page 93. the "Old Road," as now worked by the town and travelled by the public
are not legal highways; while portions of the legal highways are now
used as farming lands. We therefore pray your honorable board to view
these grounds and establish the bounds of the highways as shall in your
judgment seem best, and to discontinue such portions of the highways as

are not required for public use.

Ethan Brooks and others, Petrs.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for the County of Hampden, on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and eighty-nine, and was continued to the meeting of said Commissioners holden on the first Tuesday of October, in the year last aforesaid, when the Commissioners, deeming a view of the premises expedient, appointed Monday, the ninth day of December then next and 10.30 o'clock in the forenoon, at the dwelling house of Ethan Brooks in West Springfield, as the time and place for viewing the premises and hearing all parties interested; and caused a copy of said petition to be served upon the clerk of the town of West Springfield, being the town within which such alteration and discontinuance are prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interest by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican, a newspaper published in said County said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said ninth day of December, the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same and heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, and no persons interested objecting thereto, said Commissioners did then and there adjudge and determine that common convenience and necessity require that the prayer of the petition be granted, and said Commissioners continued the proceedings in said matter to their next regular adjourned meeting, and so from meeting to meeting until this twenty-fourth day of December, A. D. 1889, when said Commissioners do proceed to make said alterations as follows, to wit: Commencing at the Southeast corner of School House lot at stone monument and thence running South 24 degrees 50 minutes West 546.8' to stone monument; thence South 24 degrees 50 minutes West 301-8 to stone monument; the road is laid on the westerly

side and is 50 feet wide; then commencing at the second mentioned stone monument and running North 7 degrees 30 minutes West 362.8 to a stone monument. This is the westerly side and the road is fifty feet wide. The County Commissioners having heard all persons and corporations interested in relation to the question of damages, award no damages to be paid to any person or corporation, as in their opinion none are entitled to any in consequence of this alteration of highway.

And it is further ordered by the County Commissioners, that the said town of West Springfield, cause the foregoing alteration of highway to be made, constructed and completed to the acceptance of the County Commissioners, on or before the first day of February, A. D. 1890.

Leonard Clark	}	County
A. F. Wildes		
L. F. Root		Commissioners.

All of which, by the report of said Commissioners filed among the proceedings on the aforesaid petition, fully appears. And now, the said report being read and considered, is accepted, and the road established as and for a public highway.

Boston & Albany

Commonwealth of Massachusetts.

Railroad et al. Pet. To the Honorable the County Commissioners of the County of Hampden:
for alteration of Joint Petition of the Mayor and Aldermen of the City of Springfield
crossing. in Spring in said County, and of the Directors of the Boston and Albany Railroad
field at Parker St. Company, a corporation duly established under the laws of said Common-
wealth.

35.

For Plan, See B. P.
Page 89.

Your petitioners respectfully represent that they are of the opinion that it is necessary for the security and convenience of the public that an alteration should be made in the level crossing of the highway or townway, leading from Longmeadow to Ludlow, and known as Parker Street, and said Company's railroad, in said City of Springfield, and furthermore that an alteration should be made in the approaches to said crossing, so that said highway or townway may pass under said railroad at the present location of said level crossing. Wherefore they pray that the alterations necessary for the accomplishment of the above named purpose may be ordered and the manner and limits within which they shall be made may be prescribed, by your Honorable Board after due proceedings had in the premises. Boston and Albany Railroad Co.

by William Bliss, President.

Ewd. S. Bradford, Mayor,

C. C. Parkhurst
J. C. McIntosh
O. Moulton
John A. Murphy
H. C. Puffer
Henry S. Dickinson
Geo. W. Hall
John McFethries

Aldermen

of

Springfield

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the first Tuesday of October, in the year of our Lord one thousand eight hundred and eighty-nine, when the Commissioners deeming a hearing expedient, appointed Monday, the eighteenth day of November then next, and ten o'clock in the forenoon, at the Depot of the Boston and Albany Rail Road Company, in Indian Orchard, as the time and place for hearing all parties interested; and also caused abstracts of said petition containing the substance thereof, to be posted in two public places in the City of Springfield; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Republican, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said hearing; and before said hearing was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said hearing. And on the said eighteenth day of November, the Commissioners met at the time and place appointed, and proceeded to hear the parties and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same said Commissioners did then and there adjudge and determine that it is necessary for the security and convenience of the public that the prayer of the petition be granted, and said Commissioners continued the proceedings in said matter to their next regular adjourned meeting, and so from meeting to meeting until this twenty-fourth day of December, A.D. 1889, when said Commissioners do decree and determine that it is necessary for the security and convenience of the public that the prayer of the petition be granted and said Commissioners do prescribe the manner and limits within which such alteration shall be made as follows, to wit: The said Parker Street shall be lowered in its grade so as to pass under the said rail-

road as follows:

Beginning at the present grade of said street at a point in the center line of said street distant three hundred and six and $\frac{8}{10}$ (306 $\frac{8}{10}$) feet southerly from the center line of location of said railroad measured on the center line of said street- thence by a regular descending grade not exceeding $3\frac{25}{100}$ feet per 100 feet to a point distant 33 feet southerly of the center line of location of said railroad thence by a level grade for 88 feet thence by a regular ascending grade not exceeding $4\frac{6}{10}$ feet per 100 feet to the present grade of said Parker street at a point distant four hundred and fifty-four and $\frac{74}{100}$ (454 $\frac{74}{100}$) feet northerly from the center line of location of said railroad.

The road leading from the said Parker street to the Indian Orchard Station of the said Boston and Albany Railroad and known as Oak Street shall be lowered in its grade so as to meet the new grade of said Parker street, the rate of descent not to exceed 5 feet per 100 feet.

The said railroad shall pass over the said Parker Street by an iron bridge with a clear span between the abutments of not less than thirty feet measured at right angles to the said street and with a clear head room of not less than fourteen feet between the underside of said bridge and the surface of said street when lowered to its new grade, said head room to be measured from a horizontal line drawn eighteen feet below the top of the rails on the main line of said railroad as they now cross said Parker street at its centre.

Leonard Clerk, County Commissioner, being disqualified to act on account of residence, Benj. F. Burr, Special Commissioner, was called and acted in his stead.

L. F. Root	}	County
A. F. Wildes		Commissioners.
B. F. Burr)	Special Commissioner.

Decision certified to the parties and to the board of R. R. Commissioners.

Selectmen of West

Springfield, Petrs. To the County Commissioners of the County of Hampden:

for relocation of

Westfield St. in

West Springfield

39.

See Book of Plans-
Page 27.

The undersigned respectfully represent that the public necessity and convenience require that the highway known as Westfield Street be relocated from the culvert near the barn of the Springfield Street Railway Company to the top of "Tubbs Hill." We therefore pray your honorable board to view the premises and take such action as you may deem ex-

pedient.

James F. Hayes	}	Selectmen
S. V. B. Cook		of
Danl. F. Melcher		West Springfield.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the first Tuesday of October, in the year of our Lord one thousand eight hundred and eighty-nine, when the Commissioners deeming a view of the premises expedient, appointed Monday, the ninth day of December, then next and ten o'clock in the forenoon, at the Post Office, in West Springfield, as the time and place for viewing the premises and hearing all parties interested; and caused a copy of said petition to be served upon the clerk of the town of West Springfield, being the town within which such relocation is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said ninth day of December, the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same and heard the parties, said Commissioners, then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, and no person interested objecting thereto, said Commissioners did then and there adjudge and determine that common convenience and necessity require that the prayer of the petition be granted, and said Commissioners continued the proceedings in said matter to their next regular adjourned meeting, and so from meeting to meeting until this twenty-fourth day of December, A. D. 1889, when said Commissioners do proceed to relocate said highway as follows, to wit:

(Description for the relocation of the northerly line of Westfield Road at Tubbs Hill, West Springfield, Mass. Dec. 1889.)

Beginning at a granite monument in the present northerly line of Westfield road at the westerly terminus of the first course westerly from Elm St., which is described as bearing S. 76 degrees W. thence in the

— same straight line produced westerly about 897 feet to a stone monument in the present northerly line of said Westfield Road, said last mentioned monument being 114.56 feet easterly by said northerly line of the present location of said Westfield Road from a stone monument in the easterly line of King's highway so-called.

The County Commissioners having heard all persons and corporations interested in relation to the question of damages, award no damages to be paid to any person or corporation, as in their opinion none are entitled to any in consequence of this relocation of highway.

And it is further ordered by the County Commissioners that the said town of West Springfield cause the foregoing relocation of highway to be made, constructed and completed to the acceptance of the County Commissioners, on or before the first day of February, A. D. 1890.

Leopard Clark
A. F. Wildes
L. F. Root

} County
} Commissioners.

All of which, by the report of said Commissioners filed among the proceedings on the aforesaid petition, fully appears. And now, said report being read and considered, is accepted, and the road established as and for a public highway.

Geo. Foster et als.

Pet. for discontin-
uance of highway
from Chicopee River
to Bay Road.

40.

Springfield, Mass., Sept. 3, 1889.

To your Honorable Body: Commissioners of Hampden County, State of Mass.

We, the undersigned, humbly petition your Honorable body that in our humble judgment that the road known as the Pasco road is dangerous and of no public use. We therefore pray that your Honorable body view the premises and order the same closed and discontinued forever.

Geo. Foster and others, Petitioners.

Description of Pasco Road.

(Highway from Chicopee River to the Bay Road.)

Beginning at a maple tree near Pascoe's House by Chicopee River and run E. 10 degrees S. 60 rods; then South by Pascoe's fence 23 rods; then South 10 degrees West 6 rods; then South 28 degrees east 15 rods to a pine marked; then S. 20° E. 50 rods to a pine marked; then S. 30° E. 37 rods to a pine marked; then S. 17° E. 36 rods to a pine marked, then the same point 12 rods to a white oak marked; then East 35° South 18 rods to a pine tree marked then S. 37° East 47 rods to a Black oak tree marked then E. 39 degrees S. 26 rods to a pine tree marked; then S. 30° E. 22 rods to a pine marked; then S. 45° East 36 rods to Loon Pond; then South

between the ponds 32 rods to the south side of the pond; then S. 20° W. 35 rods to the Bay road; said road being two rods wide, marks on the east side.

Springfield, May 1st, 1783.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the first Monday of October, in the year of our Lord one thousand eight hundred and eighty-nine, when a time and place were appointed for a hearing and view, and said petition was continued to this meeting, and now, it is ordered that said petition be dismissed, without costs.

1890, Jan. 1st. On the petition of A. A. Gage and others, that the money collected from Fred L. Skinner for damage done by his dog to sheep be refunded, - it is ordered that the amount paid (\$15.40) be refunded to said Fred L. Skinner.

A.A.Gage and others
Petr. that money
be refunded to
Fred L. Skinner

Estimated Expenses of the County of Hampden, for the year 1890, with the amount necessary to be raised by Tax.

County Estimate.

For payment of Jurors,	\$8,500.00
" Service of Venires,	400.00
" Officers of Courts and Meals of Jurors	2,800.00
" Salaries of Spec. and County of Commissioners,	2,500.00
" " Sheriff and Treasurer,	3,000.00
" Land Damages,	3,500.00
" Publication of Commissioners' Notices,	300.00
" Survey of Highways,	300.00
" Construction of highways and monuments,	1,000.00
" Medical Examiners,	1,500.00
" Salaries of Messenger & Engineer- Court House,	1,800.00
" Record Books and Stationery,	1,400.00
" Law Library,	2,000.00
" Repairs, Court House,	2,000.00
" Fuel and Lights, Court House,	800.00
" Clerk of Courts,	3,500.00
" Criminal Costs,	1,000.00
" Miscellaneous Expenses,	800.00

For Interest on County Notes,	\$ 18,200.00
▪ Auditors of Court,	1,000.00
▪ Insane Cases,	1,500.00
▪ Truant School, less Receipts,	5,000.00
▪ Salaries of Officers of Police & District Courts,	11,000.00
At Jail and House of Correction,	
For Provisions,	9,000.00
▪ Clothing,	2,000.00
▪ Fuel and Lights,	5,000.00
▪ Beds and Bedding,	400.00
▪ Salaries of Officers,	6,800.00
▪ Board of Officers and Employees,	1,200.00
▪ Additions and Repairs,	2,000.00
▪ Instruction,	500.00
▪ Furniture and Utensils,	500.00
▪ Miscellaneous,	1,300.00
▪ Water Rents,	1,000.00
▪ Medicine and Medical Attendance,	500.00
Total Estimate,	\$ 104,000.00
Deduct Estimated Receipts,	6,000.00
Amount called for by Tax,	\$ 98,000.00

Leonard Clark

L. F. Root

Harvey D. Bagg

County

Commissioners.

Apportionment of

Dog Tax refunded to
Towns.

The County Commissioners having apportioned the moneys received under the provisions of Chapter 102 of the Public Statutes, not expended in the payment of damages done by dogs, order that the same amounting to the sum of seven thousand six hundred and fifteen dollars and four cents, be paid to the treasurers of the several cities and towns of the County, in the proportions following, viz:

To the Treasurer of Agawam,	\$ 187.18
To the Treasurer of Blandford,	88.17
To the Treasurer of Brimfield,	100.76
To the Treasurer of Chester,	120.66
To the Treasurer of Chicopee,	599.60
To the Treasurer of Granville,	119.49
To the Treasurer of Hampden,	98.22
To the Treasurer of Holland,	34.30

To the Treasurer of Holyoke,	1,201.57
To the Treasurer of Longmeadow,	189.67
To the Treasurer of Ludlow,	153.00
To the Treasurer of Monson,	303.55
To the Treasurer of Montgomery,	38.95
To the Treasurer of Palmer,	416.23
To the Treasurer of Russell,	77.90
To the Treasurer of Southwick,	94.40
To the Treasurer of Springfield,	2,377.50
To the Treasurer of Tolland,	51.65
To the Treasurer of Wales,	105.84
To the Treasurer of Westfield,	609.00
To the Treasurer of West Springfield,	412.35
To the Treasurer of Wilbraham,	135.05
	<u>\$ 7,615.04</u>

The sum of four hundred and fifty-seven dollars and ten cents is allowed for damages done to sheep and other domestic animals by dogs and for services performed under Chapter 102 of the Public Statutes, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said act.

Allowance for damages done to sheep

The Commissioners have audited the accounts of the Medical Examiners for views and examinations of the dead bodies of strangers, and certified to the Treasurer of the Commonwealth items thereon amounting to the sum of sixty-six dollars and twenty cents.

Accounts.

Commonwealth of Massachusetts.

Hampden, ss. Regular adjourned Meeting of the County Commissioners.
January 9th, 1890.

County Treasurer
authorized to borrow
in anticipation of
the County Tax.

VOTED,

That M. Wells Bridge, County Treasurer, be authorized to borrow on the credit of the County, and in anticipation of the County Tax, a sum of money not exceeding eighty thousand dollars, and to make, execute and deliver note, or notes, to that amount payable during the month of October next, to the order of such Bank, Institution, Corporation, or

Individual, as he, the said Bridge shall elect, and to pay interest or discount thereon at a rate not exceeding four per cent per annum.

Leonard Clark
L. F. Root
Harvey D. Bagg

} County
} Commissioners

\$20,178.66

Sundry accounts being now presented, are allowed, amounting to the sum of twenty thousand one hundred and seventy-eight dollars and sixty-six cents, and the same are ordered to be paid from the County Treasury.

Hampden, ss. April 1st, 1890.

Judgment is entered up according to reports &c., and all matters not acted upon are ordered to be continued, and this meeting is adjourned without day.

Attest:

Robert O. M. Jones Clerk.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners, begun and holden at Springfield, within and for the County of Hampden, on the second Tuesday of April, being the eighth day of said month, and by adjournment on the twenty-eighth day of said month, and by adjournment on the sixth, twelfth and twentieth days of May, and on the third day of June, in the year of our Lord one thousand eight hundred and ninety.

Present, Leonard Clark, Esq., Chairman,	}	County
Lewis F. Root, Esq.,		
Harvey D. Bagg, Esq.		Commissioners.

Commonwealth of Massachusetts.

To the Honorable the County Commissioners of the County of Hampden.
Joint petition of the Directors of the Boston and Albany Railroad Company, a corporation duly established under the laws of said Commonwealth, and of the Selectmen of the Town of Brimfield, in said County.

Your petitioners respectfully represent that they are of the opinion that it is necessary for the security and convenience of the public that an alteration should be made in the level crossing of the highway or townway leading from Palmer Depot to West Warren and said Company's railroad in the said town of Brimfield; furthermore that an alteration should be made in the level crossing of said railroad and the highway or townway leading from the highway or townway first above described southeasterly into the road from Palmer Depot to Warren, in the said town of Brimfield; which crossings are respectively the second and first crossings to the south of the station on said railroad known as West Brimfield Station; and furthermore that alterations should be made in the locations of each of said highways or townways and in the approaches to each of said crossings; so that said highways or townways may pass over said railroad by one and the same bridge at a point about two hundred and eighty feet to the north of said West Brimfield Station.

Wherefore they pray that the alterations necessary for the accomplishment of the above-named purpose may be ordered, and the manner and limits within which they shall be made may be prescribed by your honorable Board after due proceedings had in the premises.

Brimfield, March 25th, 1890.

Oscar F. Brown,	}	Selectmen
Josiah Stebbins		of
Orrin Hicks		Brimfield

Directors of the
Boston & Albany R.
R. Co., Petrs. for
alteration of cross-
ing in Brimfield.

21.

See Book of Plans-
Page 98.

Directors of the Boston and Albany R. R. Co.

By WILLIAM BLISS, President.

March 31, 1890.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the fourth Tuesday of December, in the year of our Lord one thousand eight hundred and eighty-nine, when the Commissioners, deeming a hearing and view of the premises expedient, caused due notice to be given to all persons and corporations interested thereon, of the time and place when and where they should meet for the purpose of hearing the parties and viewing the premises, as by said notice on file will fully appear. And this petition was continued to this meeting, and now, on this third day of June, in the year of our Lord one thousand eight hundred and ninety, said Commissioners make return of their proceedings in the premises, as follows: The said County Commissioners having viewed the premises and fully heard all parties interested, after due deliberation, do decide that such alterations are necessary for the security and convenience of the public, and prescribe the manner and limits within which they shall be made, as follows:

(Alignment.) Beginning at a point where the highway leading to Palmer Centre intersects the highway leading from Palmer Depot to Warren, said point being easterly of the Boston & Albany Railroad and marked "A." on accompanying plan, said plan being marked "Change of Highways at West Brimfield Station, Brimfield," and signed by Chas. E. Alger, Div. Engineer; thence running from point "A." N. $1^{\circ} 09'$ W. five hundred and twenty-six and $\frac{5}{10}$ (526 $\frac{5}{10}$) feet, thence by a line curving to the left with a radius of fifty (50) feet, for a distance of seventy-eight and $\frac{5}{10}$ feet; thence West sixty (60) feet to Centre Line of Location of said Railroad, at a point two hundred and eighty (280) feet northerly of the north end of West Brimfield Passenger Station, thence continuing said course fifty-six and $\frac{1}{4}$ (56 $\frac{1}{4}$) feet to the easterly line of the highway leading from Palmer Depot to West Warren, said new highway to be laid out three (3) rods wide; one and $\frac{1}{2}$ (1 $\frac{1}{2}$) rods on each side of the above described line.

(Profile.) Beginning at the present grade of said highways at their intersection at point "A." on accompanying plan, thence by a level grade for a distance of three hundred and seventy-four (374) feet, thence by a regular ascending grade not exceeding six (6) feet per one hundred (100)

feet, to a point thirty-one (31) feet easterly of the centre line of location of said Railroad, said point having an elevation of about twenty (20) feet above the rails of the main tracks of said Railroad, thence by a level grade for a distance of fifty (50) feet, thence by a regular descending grade not exceeding six (6) feet per one hundred 100 feet to the centre line of said highway leading from Palmer Depot to West Warren. The said highway leading from Palmer Depot to West Warren shall be raised in its grade to meet the grade of said new highway as follows: Beginning at the intersection of the centre lines of the said new highway and the highway leading from Palmer Depot to West Warren, and with the new grade at this point, rate of descent northerly along the centre line of said highway, and southerly along same centre line shall not exceed six (6) feet per one hundred (100) feet, to the present grade of said highway.

(Bridge.) The said new highway shall pass over the tracks of the said railroad by means of an iron bridge, with a clear roadway of twenty (20) feet, measured at right angles to the direction of said bridge, and with a clear headroom of not less than eighteen (18) feet between the underside of said bridge and the tops of the rails, of the main tracks of the said railroad. The said bridge to be supported by well constructed stone abutments.

The County Commissioners having heard all persons and corporations interested in relation to the question of damages, who expressed a desire to be heard thereon, consider and adjudge that there shall be paid the sum of Seventy Five Dollars,

to N. S. Powers,

\$75.00

the same being in full compensation for all damages sustained by him, in consequence of the foregoing alteration of highways.

No other persons or corporations having appeared to claim damages, and in the opinion of the Commissioners, none others being entitled to damages, none others are awarded.

And the said Commissioners order that said return be accepted and recorded, and that all the matters therein ordered be done and performed accordingly.

In Witness Whereof, the County Commissioners have hereunto set their hands this third day of June, in the year of our Lord one thousand eight hundred and ninety.

Leonard Clark,

L. F. Root,

} County

Harvey D. Ragg,

) Commissioners.

Decision certified to the parties and to the Board of R. R. Commissioners.

Directors of Boston

& Albany R. R. Co.

et al. Pet. for al-

teration of Crossing

of Boston & Albany

R. R. with Main St.

in Springfield.

Commonwealth of Massachusetts.

To the Honorable the County Commissioners for the County of Hampden:

Joint Petition of the Directors of the Boston and Albany Railroad

Company and the Mayor and Aldermen of the City of Springfield in said

County.

Your petitioners respectfully show that they are of opinion that it

is necessary for the security and convenience of the public that an al-

teration should be made in the stone parapets surmounting the arch of the

bridge as ordered and established by your Honorable Board by decree dated

May 17th, 1888, at the crossing of Main Street in said City and said

railroad, so that said parapets shall be established at a height of a-

bout five feet above the tracks of said railroad.

Wherefore they pray that the alterations necessary for the accomplishment of the above named purpose may be ordered, and the manner and limits within which they shall be made may be prescribed by your Honorable Board after due proceedings had in the premises.

The Directors of the Boston & Albany R.R. Co.

April 19

By William Bliss, Prest.

Ewd..S. Bradford, Mayor.

O. E. Tilley

Henry S. Dickinson

John A. Murphy

C. C. Parkhurst

Geo. W. Turner.

Aldermen.

Springfield, Mass. Apr. 25, 1890.

The foregoing petition was entered at this meeting, when the Commissioners, deeming a hearing expedient, caused due notice to be given to all persons and corporations interested therein, of the time and place when and where they should meet for the purpose of hearing the parties, as by said notice on file will fully appear. And now, on this twentieth day of May, in the year of our Lord eighteen hundred and ninety, make return of their proceedings in the premises, as follows:

The said County Commissioners having fully heard all parties interested,

after due deliberation, do decide that such alterations are necessary, for the security and convenience of the public, and prescribe the manner and limits within which they shall be made as follows: The said stone parapets surmounting the arch of the bridge as ordered and established by said Commissioners by their decree dated May 17th, 1888, at the crossing of Main Street in said City and the Boston and Albany Railroad shall be altered and established at a height above the top of the rails of said railroad not less than five (5) feet at the centre and not less than four (4) feet and six (6) inches at the ends thereof. And the said Commissioners order that said return be accepted and recorded, and that all the matters therein ordered be done and performed accordingly. Leonard Clark, Esq. County Commissioner, being disqualified to act on account of residence, Benjamin F. Burr, Special Commissioner, was called in, and acted in his stead.

In Witness Whereof, the County Commissioners have hereunto set their hands, this twentieth day of May, in the year of our Lord one thousand eight hundred and ninety.

L. F. Root,	}	County
Harvey D. Bagg		Commissioners.
Benjamin F. Burr,		Special Commissioner.

Decision certified to the parties and to the Board of Rail Road Commissioners.

See Superior Court Records 1890 No 750

W. L. Bailey awarded the contract for removing the offal at the Jail for the ensuing year for \$88.
(Apr. 8, 1890.)

W.L.Bailey awarded contract for removal of Offal at Jail.

May 6th, 1890. Contract for furnishing the Court House and Jail with Ice for the ensuing year, awarded E. O. Doten, at 60 cts. per hundred at Court House and 45 cts. per hundred at the Jail.

Contract for furnishing Court House and Jail with ice awarded E.O.Doten

In conformity with a resolve of the General Court passed at their present session, granting a Tax of Ninety-Eight Thousand Dollars, (\$98,000.00) for the County of Hampden, the same is apportioned upon the several cities and towns in said County, in manner following:-

County Tax
Assessed.

Agawam,	\$ 1,366.30
Blandford,	418.70
Brimfield,	550.92
Chester,	727.23
Chicopee,	6,699.34
Granville,	418.71
Hampden,	440.75
Holland,	110.19
Holyoke,	20,913.30

Longmeadow,	\$ 1,410.39
Ludlow,	881.49
Monson,	1,917.75
Montgomery,	154.26
Palmer,	2,930.86
Russell,	462.78
Southwick,	617.04
Springfield,	45,418.77
Tolland,	176.30
Wales,	330.55
Westfield,	7,514.71
West Springfield,	3,812.45
Wilbraham,	727.23
	<u>\$ 98,000.00</u>

And warrants have been issued dated June 5th, eighteen hundred and ninety directed to the Selectmen or Assessors of the several towns and cities in said County, directing them to assess the same upon the inhabitants of their respective towns and cities, and requiring their Collectors or Constables to collect the same, and to cause the amount so collected to be paid to the County Treasurer.

Accounts.

\$7,815.25

Sundry accounts being presented, are allowed, amounting to the sum of seven thousand eight hundred fifteen dollars and twenty-five cents, and the same are ordered to be paid from the County Treasury.

Hampden, ss. June 3rd, 1890.

Judgment is entered up according to reports &c., and all matters not acted upon are ordered to be continued, and this meeting is adjourned without day.

Attest

Robert O. Morris Clerk.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for the County of Hampden, on the fourth Tuesday of June, being the twenty-fourth day of said month, and by adjournment on the first and twenty-first days of July, on the fifth day of August, and on the second day of September, in the year of our Lord one thousand eight hundred and ninety.

Present, Leonard Clark, Esq., Chairman,	}	County
Lewis F. Root, Esq.,		
Harvey D. Bagg, Esq.		Commissioners.

Commonwealth of Massachusetts.

To the Honorable the County Commissioners of the County of Hampden:

Petition of the Directors of the Boston and Albany Railroad Company, a corporation duly established under the laws of said Commonwealth

Your petitioners respectfully represent that they are of the opinion that it is necessary for the security and convenience of the public that an alteration should be made in the level crossing of the highway or townway leading from the Springfield and Westfield highway in a northwesterly direction to Holyoke and said Company's railroad, in the eastern part of the Town of Westfield, in said County, which crossing is known as Day's crossing; furthermore that an alteration should be made in the level crossing of the highway or townway leading from a point on said Springfield and Westfield highway to the west of the crossing above described, in a northeasterly direction, to Holyoke and said railroad, in said easterly part of said town, which crossing is known as Lee's crossing; and further that alterations should be made in the locations of each of said ways so that said ways may pass under said railroad at one and the same point between the present locations of said level crossings.

Wherefore they pray that the alterations necessary for the accomplishment of the above named purpose may be ordered, and the manner and limit within which they shall be made may be prescribed by your honorable Board, after due proceedings had in the premises.

The Directors of the Boston and Albany Railroad Company,
by WILLIAM BLISS, President.

Boston & Albany
Railroad Co. Petr.
for alteration of
Day's Cross. in
Westfield.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for the County of Hampden, on the first Tuesday of October, in the year of our Lord one thousand eight hundred and eighty-nine, when the Commissioners appointed a place and time for a view of the premises and hearing, and directed notice of the same to be given, and this petition was continued from meeting to meeting, to this meeting, and now it is ordered that said petition be dismissed.

Josiah Stebbins et al. Petrs. for town- way in Brimfield. To the County Commissioners for the County of Hampden:

Respectfully represent the undersigned inhabitants of the town of Brimfield, in said County that upon the request in writing of your petitioners and other inhabitants of said town the road commissioners of said town laid out therein a townway (having first given due notice of their intention so to do to the owners of the land over which they proposed to lay out said way,) as follows: Commencing at a point on the west line of the town way leading from the dwelling house of Josiah Stebbins southerly to the county road leading from Brimfield to Palmer, said point being S. 83° W. and seven rods and 11 1-2 links distant from the southwest corner of said Stebbins' dwelling house, thence over land of said Stebbins N. 84° 12' W. nine rods, thence S. 78° 5' W. fourteen rods, thence N. 78° ^{20'} W. twenty-six rods, thence S. 76° 45' W. twenty-seven rods and 18 links, thence S. 49° W. twelve rods and 10 1-2 links, thence S. 53° W. seventeen rods and 24 links to land of Rufus Foskit, thence continuing the same course over land of said Foskit, thirteen rods and 22 1-2 links, thence S. 59° 45' W. seven rods and 1-2 link, thence S. 42° 5' W. seven rods, thence S. 60° 15' W. twenty-four rods and 15 links, thence S. 87° 50' W. five rods and 19 links, thence S. 66° 10' W. five rods and 16 links, thence S. 56° 50' W. four rods and 18 1-2 links to land of John F. Lombard, thence over land of said Lombard, S. 49° W. nine rods and 16 links, thence S. 54° 30' W. five rods and 4 links, thence crossing the brook, S. 30° 40' W. three rods and 23 1-2 links, thence N. 86° W. seven rods and 23 1-2 links, thence S. 86° 30' W. three rods and 17 1-2 links, thence S. 75° W. five rods and 21 links, thence S. 86° W. three rods and 20 links to the easterly line of the

road leading from Brimfield to Palmer, to be three rods wide and to lie on the southerly side of said courses.

And thereafter, to wit: on the twenty-ninth day of March, A. D. 1890, the laying out of said way, with the boundaries and measurements thereof, was duly reported by said road commissioners to said town, and such laying out with said boundaries and measurements was duly filed by said road commissioners in the office of the town clerk of said town and on the 21st day of April following, being more than seven days after said laying out with the boundaries and measurements was so filed in the office of the town clerk, at a public meeting of the inhabitants of said town regularly warned and notified for the purpose of enabling said town to accept and allow said town way and to put the same on record, said meeting having been called for April 7th, and adjourned to said April 21st, said town unreasonably refused to approve and allow said town way so laid out by said road commissioners, and to put the same on record, and at the time of said refusal said road commissioners had fully complied with the requirements of law in laying out said way, and the same was then in a proper condition to be legally accepted by said town.

Wherefore your petitioners, being aggrieved by such refusal, hereby within one year thereafter apply by petition in writing to your honorable Board to approve and allow of the said way as laid out by said road commissioners, and to direct said laying out and acceptance to be recorded by the clerk of said town.

Dated at Brimfield this sixth day of May, A. D. 1890.

Josiah Stebbins,

Sanford Booth.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for the County of Hampden, on the second Tuesday of April, in the year of our Lord one thousand eight hundred and ninety, when the Commissioners, deeming a view of the premises expedient, appointed Tuesday, the tenth day of June then next and 10.30 o'clock in the forenoon, at the Foskit Mills in Brimfield, as the time and place for viewing the premises and hearing all parties interested; and caused a copy of said petition to be served upon the clerk of the town of Brimfield, being the town within which such approval and allowance of townway is prayed for, thirty days at least before the time appointed for said view and hearing; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town, and also gave notice to all persons inter-

ested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view and hearing; and before said view and hearing were had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested of the time and place for commencing said view and hearing. And on said tenth day of June, the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same and heard the parties, said Commissioners then continued the proceedings in said matter to their next regular meeting, and so from meeting until this first day of July, A. D. 1890, when said Commissioners do adjudge and determine that the said town has unreasonably refused or delayed to approve and allow said townway as laid out by said road commissioners, and to put the same on record, and no sufficient cause being shown against said petition or application, said Commissioners do now approve and allow of the way, as laid out by said road commissioners, and do direct the clerk of said town of Brimfield to record the laying out and acceptance of said townway.

Leonard Clark,	}	County Commissioners.
L. F. Root,		
Harvey D. Bagg,		

All of which, by the report of said Commissioners filed among the proceedings on the aforesaid petition, fully appears. And now the said report being read and considered, is accepted, and the road established as and for a public townway.

Selectmen of Wilbraham, Mass., May 24, 1890.

ham, Petrs. for re- To the Honorable Board of County Commissioners:

cation of highway Gentlemen:-

&c. in Wilbraham.

26.

We the undersigned citizens of the town of Wilbraham, Hampden County, do hereby petition your honorable Board to relay or widen a road commencing at the corner of the homestead lot of Warren L. Collins running easterly through the Dry Bridge under the Boston & Albany R.R. connecting with the road to Palmer and Ludlow, also, widen the dry bridge under the Boston & Albany Railroad on account of its present dangerous approach and narrowness.

W. F. Morgan	}	Selectmen
Jason Butler		of
J. L. Rice.		Wilbraham.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the second Tuesday of April, in the year of our Lord one thousand eight hundred and ninety, when the Commissioners appointed a place and time for a view of the premises and hearing, and directed notice of the same to be given, and said petition was continued to this meeting, and now it is ordered that said petition be dismissed.

To the County Commissioners of the County of Hampden:

The undersigned, inhabitants of the Town of Wilbraham, and vicinity in said County, respectfully represent to your Honorable Board that common convenience and necessity require that the highway in said town of Wilbraham, running from near and North of the house formerly a hotel, recently the property of John Baldwin, deceased, now belonging to Joseph Baldwin, and running in a Northeasterly direction passing under the Boston and Albany Rail Road, to the Bridge over the Chicopee River, should be relocated, and widened in certain parts, especially where it intersects with said Railroad; also, that the highway leading from a point upon said first described highway near the passenger station of said Rail road Company, and running east of said station to the freight depot of said Rail Road Co., be discontinued. Also, that a new highway be laid out from a point upon said first described highway near and North of the crossing of said Railroad to the freight depot.

Wilbraham May, 1890.

Joseph Baldwin and others.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the second Tuesday of April, in the year of our Lord one thousand eight hundred and ninety, when the Commissioners appointed a place and time for a view of the premises and hearing, and directed notice of the same to be given, and this petition was continued to this meeting, and now it is ordered that said petition be dismissed.

Joseph Baldwin et
als. Petrs. for
relocation &c. of
highway in Wilbra-
ham.

Roland Parks et als

Commonwealth of Massachusetts.

Petr.

Hampden, ss.

Addtl. Damages.

At a regular adjourned meeting of the County Commissioners held at the Court House at Springfield, Aug. 5, 1890.

Upon the further consideration of the question of damages caused by the relocation of a highway in the town of Russell, on petition of Roland Parks and others, it is now ordered that the sum of Twenty-Five Dollars be paid to Warren R. Holcomb, for damages caused by the relocation of said highway.

Leonard Clark,
Harvey D. Pagg,

} County
} Commissioners.

C. H. Gowdy et als.

Commonwealth of Massachusetts.

Petr.

Hampden, ss.

Addtl. Damages.

At a regular adjourned meeting of the County Commissioners held at the Court House, at Springfield, Aug. 5, 1890.

Upon a further consideration of the question of damages caused by the relocation of a highway in the town of Westfield, on petition of C. H. Gowdy and others, it is now ordered that an additional sum of thirty-two dollars and fifty cents be paid to estate of Jason Dewey, and Twenty-Five Dollars, to Mrs. Austin Sackett in addition to her former allowance.

Leonard Clark
Harvey D. Pagg

} County
} Commissioners.

Contract for fur-
nishing Jail & House
of Correction with
meat award. T.E.

Contract for furnishing the Jail and House of Correction, with meat for the ensuing year, awarded Thos. E. King, salt pork at \$7.50 per hundred, soup shanks at \$2.00 per hundred and Corned Beef at \$2.23 per hundred.

King.

\$1,645.85

Allowance for damage
done to Sheep.

The sum of one thousand six hundred forty-five dollars and eighty-five cents, is allowed for damages done to sheep and other domestic animals by dogs and for services performed under the Statutes relative to dogs and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

The Commissioners have audited the accounts of the Medical Examiners for views and examinations of the dead bodies of strangers, and certified to the Treasurer of the Commonwealth items thereon amounting to the sum of twenty-five dollars and twenty cents.

The following persons are allowed the sum set against their names for damages to lands taken for highways, amounting to the sum of nine hundred and eighty dollars, and the same are ordered to be paid from the County Treasury.

Land Damages.

To Henry Hastings, on petition of Edwin Hedges et als.	\$ 30.00
" Misses L. & E. Smith on pet. of Same,	50.00
" Fairfield Paper Co. on petition of Parks et als.	200.00
" A. Mallory " " " Same	200.00
" Town of Russell, " " " Same,	<u>500.00</u>
	\$ 980.00

Sundry accounts being presented, are allowed, amounting to the sum of thirteen thousand seven hundred seventy-four dollars and forty-two cents and the same are ordered to be paid from the County Treasury.

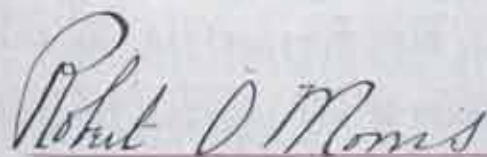
Accounts.

\$13,774.42

Hampden, ss. Sept. 2nd, 1890.

Judgment is entered up according to reports &c., and all matters not acted upon are ordered to be continued, and this meeting is adjourned without day.

Attest:



Clerk.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners, begun and holden at Springfield, within and for the County of Hampden, on the first Tuesday of October, being the seventh day of said month, and by adjournment on the fifth day of November, and on the second day of December, in the year of our Lord one thousand eight hundred and ninety.

Present, Leonard Clark, Esq. Chairman,	} County Commissioners.
Lewis F. Root, Esq.	
Harvey D. Bagg, Esq.	

Selectmen of West
Springfield, Petrs.
for alteration of
highway in West
Springfield

To the County Commissioners for the County of Hampden.

Your petitioners the Selectmen of West Springfield, in said County respectfully represent that a portion of the highway leading from Edson Clark's corner in Ashleyville to the Ashleyville school-house is out of repair. Your petitioners would therefore pray that such alterations be made in said highway by changing location or otherwise, as the convenience and safety of the public may require.

19.

West Springfield, March 1st, 1890.

James F. Hayes,	} Selectmen of West Springfield.
L. V. B. Cook	
Danl. F. Melcher	

The foregoing petition was entered at a meeting of the County Commissioners, holden on the fourth Tuesday of December, in the year of our Lord one thousand eight hundred and eighty-nine, when the Commissioners, deeming a view of the premises expedient, appointed Thursday, the eighth day of May then next, and ten o'clock in the forenoon, at the house of Samuel Smith in West Springfield, as the time and place for viewing the premises and hearing all parties interested; and caused a copy of said petition to be served upon the clerk of the town of West Springfield, being the town within which such alteration is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner

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Book # 1

Page # 22-25

as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the eighth day of May, the Commissioners met at the time and place appointed and proceeded to view the premises, and having viewed the same and heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners did then and there adjudge and determine that common convenience and necessity require that the prayer of the petition be granted. And on the first Tuesday of August, eighteen hundred and ninety, it was ordered that notice be given to all persons and corporations interested therein, that said Commissioners will meet at the dwelling-house of Samuel Smith in West Springfield, on Wednesday, the tenth day of September next, at ten o'clock in the forenoon, for the purpose of locating said highway, by publishing an abstract of said petition and this order thereon, in the Springfield Daily Union, a public newspaper printed in said County, three weeks successively, the last publication to be fourteen days at least before the said tenth day of September. And it was further ordered by the County Commissioners, that the Sheriff of said County, or his Deputy, serve the Clerk of the town of West Springfield with a copy of said petition and this order, thirty days at least and post up abstracts containing the substance thereof in two public places in said town of West Springfield, fourteen days at least before the said tenth day of September, at which time the said Commissioners will proceed to relocate said highway as aforesaid, and will hear all persons and corporations interested therein, who may then and there desire to be heard, and assess such damages as in their opinion may be just and proper by reason of the location of said road. And now at this meeting, to wit, on the fifth day of November, eighteen hundred and ninety, said petition is dismissed for want of jurisdiction.

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, Nov. 5th, 1890.

In the matter of the Petition of the New Haven & Northampton Company, for taking additional lands, for the purpose of making or securing its road, in changing the grade of its railroad for the purpose of crossing over Elm and Orange Streets, in Westfield, in said County, finished at

Decree amended
Petition of New
Haven & Northamp-
ton Co.

the June Meeting, 1889. It now appears to the said Commissioners, that in the record prescribing the limits within which land might be taken from Cornelia A. Hastings, an error has been made.

IT IS THEREFORE ORDERED, That the said record be amended, so that the paragraph prescribing the limits within which land may be taken from said Cornelia A. Hastings, shall read as follows:

From land of Cornelia A. Hastings, bounded Northerly and Westerly on lands of the New Haven and Northampton Company, to Chapel Street, Easterly by a line commencing at the intersection of the Easterly line of the location of the railroad of said Company and the Northerly line of Chapel Street, running thence about 17 degrees right or easterly from easterly line of location for a distance of 71 1/4 feet to a point twenty-one feet distant from said Easterly line of said location measured at right angles thence northerly parallel with, and uniformly distant at right angles twenty-one feet easterly from the easterly line of said location."

Leonard Clark, } County
Harvey D. Fagg } Commissioners.

Decision of Commis- Directors of the Boston and Albany Railroad Company, Petitioners, for
sion.-Cooley's alteration of Grade at "Cooley's Crossing," Palmer.

Crossing. No. 753. In Equity. Hampden, ss. Superior Court, Oct. 15th, 1890.

Finding of Commission.

See Book of Plans-
Page 109.

WHEREAS, in the above matter, at the Superior Court holden for said County, on the twelfth day of July, 1890, we, Timothy M. Brown, Joseph S. Ludlam, and A. W. Locke, were appointed a Commission under the Provisions of Chapter 428 of the Acts of 1890, to act upon said petition, and

WHEREAS, due notice of a public hearing thereon before us was given as appears by our order and the return of service thereof, hereto attached, and such hearing was held at the District Court Room, in Palmer, in said County, at 10 o'clock, A. M., on the twenty-sixth day of September, 1890, and a view of said Cooley's Crossing, was taken by us the same day, Samuel Hoar, Esq., appearing for the petitioners, Charles L. Gardner, Esq., for the Town of Palmer, and Henry A. Wyman, Esq. second Assistant Attorney General, for the Commonwealth;

NOW, having duly considered all the evidence and arguments submitted to us in this matter, we decide and determine as follows, to wit:

FIRST: We decide and determine that an alteration in said crossing known as Cooley's Crossing, and in the approaches thereto, so as to avoid a crossing at grade, is necessary for the security and convenience of the public.

SECOND: We hereby prescribe the manner and limits within which said alteration shall be made, as follows:

The grades of the Southbridge or Primfield road and of the Boston and Albany railroad shall be separated by raising the grade of said road so that it shall pass, by a suitable bridge, over the track of said railroad at right angles thereto, at a height of at least twenty (20) feet above said track, which is unchanged.

Said bridge shall be of iron, with a plank floor, and twenty (20) feet in width inside, supported on abutments of suitable masonry placed within the limits of the highway, as hereinafter laid out, and of the location of said railroad. From the south end of said bridge the grade shall descend at a rate not exceeding five and three-tenths (5.3) feet in one hundred (100) feet to a point in said road eighty-five (85) feet north westerly from the bridge over the Quabog river; from the north end of said bridge over the railroad, the grade of the highway known as the "Boston Road," shall descend at a rate not exceeding three and forty-two one hundredths (3.42) feet in a hundred feet going easterly, and not exceeding five and three-tenths (5.3) feet per hundred going westerly. The traveled surface of the roadway wherever the grade thereof is changed hereby, shall be not less than twenty (20) feet wide.

The location of said Southbridge road shall be changed as follows:

Beginning at a point in the centre line of said road 360 feet north westerly from the north end of said bridge over the Quabog River, the centre line of the highway shall run north $61^{\circ} 10'$ west 375 feet; thence by a curve of 50 foot radius (to which the last named line is a tangent,) to the southerly line of land of said railroad company, about 58.75 feet thence North 6° E. at right angles to said railroad company's land, to the Boston road.

The following described land is hereby taken for highway purposes.

(A.) The lot of land on the southerly side of said Southbridge road as heretofore located,) bounded as follows:
Beginning at a point in the line of the present highway 24.75 feet south-westerly from the first mentioned point in the centre line thereof, and thence running N. $62^{\circ} 40'$ W. 441 feet to a stake; thence N. 6° E. about

53 feet to land of said railroad company; thence along said land of said railroad company about 60 feet to the highway (as heretofore laid out) thence along said highway to the point of beginning. Said tract of land is owned by O. W. Studley.

(B.) The lot of land within the location of said railroad described as follows: Beginning at a point where the southwesterly line of the highway (as heretofore located) intersects the southerly line of land of said railroad company, and thence running westerly along said company's land about 60 feet to a stake; thence N. 6° E. about 40 feet to the southwesterly line of the highway (as heretofore located,) and thence along said last named line to the place of beginning.

(C.) The lot of land within the location of said railroad described as follows: Beginning at a point where the northeast line of the highway (as heretofore located,) intersects the southerly line of the Boston road; thence along said Boston road about 56 feet to a stake; thence S. 6° W. about 40 feet to the northeast line of said Southbridge road (as heretofore located,) and thence along said line to the place of beginning.

The last two lots are taken principally for the location of the bridge over the railroad, and not for any use inconsistent with the free use of the petitioners' railroad under its charter and franchise.

Said Southbridge road shall be discontinued so far as its location covers the following described premises:

(a.) The tract of land described as follows: Beginning at a point in the northeasterly line of said Southbridge road (as heretofore located,) 24.85 feet northeasterly from the point first mentioned in the centre line of the highway, and thence running N. 60° 15' W. 377 feet to a stake; thence N. 6° E. to the northeasterly line of the highway (as heretofore located;) thence along said northeast line to the place of beginning.

(b.) The tract of land described as follows: Beginning at a point where the southwest line of said Southbridge road (as heretofore located,) intersects the south line of said Boston road, and thence running easterly along the south line of said Boston road about 65 feet to a stake; thence S. 6° W. about 42 feet to a stake in the southwest line of said Southbridge road (as heretofore located,) near the centre line of the said railroad company's land; thence along said Southbridge road (as heretofore located,) to the place of beginning.

Third: We decide and determine that the Boston and Albany railroad company (the petitioners) shall do all the work required by this, our finding.

FOURTH: We decide and determine that the Commonwealth shall pay twenty-five per cent of the whole cost of the alterations including the cost of the hearing and the compensation of the commissioners and auditors for their services and their expenses, and all damages, including those mentioned in section five of chapter 428 of the Acts of 1890, and the town of Palmer ten per cent thereof.

WE FILE HEREWITH, a plan showing the alterations herein decided upon, as a part of our finding.

TIMOTHY M. BROWN	}	Commissioners.
JOSEPH S. LUDLAM,		
AUGUSTUS W. LOCKE.		

Commonwealth of Massachusetts.

Superior Court.

Hampden, ss.

No. 753 Eq.

Directors of the Boston and Albany Railroad Company, Petitioners in the matter of Cooley's Crossing in Palmer.

Amendment to Decision of Commission.

And now the Commissioners in said case come and at the request of the counsel for the several parties ask leave to amend their decision, heretofore made and filed, by adding thereto the following, viz:

"The surface of the roadway of the approaches to the bridge is to be of good gravel ten inches in depth.

"The bridge superstructure is to consist of wrought iron trusses with hard pine underfloor and spruce plank wearing surface.

"A substantial wooden fence, not less than three feet six inches high, is to be built throughout the whole extent of the embankment."

TIMOTHY M. BROWN,	}	Commissioners.
JOSEPH S. LUDLAM,		
AUGUSTUS W. LOCKE,		

We consent to the above amendment.

Commonwealth of Massachusetts by Henry A. Wyman, 2d Asst. Atty. Genl.

Town of Palmer, by Charles L. Gardner, its Atty.

Boston & Albany Railroad Co., by Saml. Hoar, Genl. Counsel.

Decree of Court.

Commonwealth of Massachusetts.

Superior Court.

Hampden, ss.

No. 753 Eq.

Directors of the Boston & Albany Railroad Company, Petitioners. In the matter of Cooley's Crossing in Palmer.

In this case the decision of Timothy M. Brown, Joseph S. Ludlam and Augustus W. Locke, Commissioners, having been duly returned and filed in this Court on the first day of November, 1890, and an amendment to the same having since been filed by said Commissioners and allowed by this Court, all the parties consenting thereto, said amended decision having been considered, it is hereby ordered, adjudged and decreed that said amended decision be and the same hereby is confirmed and the findings thereof adopted.

By the Court.

Robert O. Morris, Clerk.

We consent to the above decree.

Commonwealth of Massachusetts, by Henry A. Wyman 2d Asst. Atty. Genl.

Town of Palmer, by Charles L. Gardner, Attorney.

Boston and Albany Railroad Company, by

Saml. Hoar, Genl. Counsel.

Filed Dec. 5, 1890.

Decision of Commission.

Boston & Albany Railroad Co. Petrs.

Hastings' Crossing.

Directors of the Boston and Albany Railroad Company, Petitioners for Alteration of Crossings at grade at Hastings, Moran's and Silver Street Crossings in Monson, and at Butler's Crossing in Wilbraham.

No. 754. In Equity.
Hampden, ss.
Superior Court.
October 27, 1890.

Finding of Commission. (In Part.)

See Book of Plans
Page 110.

WHEREAS, in the above matter, at the Superior Court holden for said County on the twelfth day of July, 1890, we Augustus W. Locke, Emory A. Ellsworth, and Joseph S. Ludlam were appointed a Commission under the provisions of Chapter 428 of the Acts of 1890, to act upon said petition, and

WHEREAS, due notice of a public hearing thereon before us was given, as appears by our order and the return of service thereof, hereto attached and such hearing was held at the District Court Room in Palmer in said County, at 3 o'clock P. M. on the twenty-sixth day of September, 1890, and continued until the following day at eight o'clock A.M. at the Boston and Albany Station in said Palmer, at which hearing Samuel Hoar, Esq. appeared for the petitioners, Henry A. Wyman, Esq., Second Assistant Attorney General, for the Commonwealth, Edward H. Lathrop, Esq. for the town of Monson, and E. P. Maynard, Esq. for the town of Wilbraham, and a

A view of the said Crossings was taken by us on the second day of the hearing:

NOW, having duly considered all the evidence and arguments submitted to us in this matter, we decide and determine with reference to said petition in part, as follows, to wit:

FIRST: We decide and determine that an alteration in the Hastings Crossing, and in the approaches thereto, so as to avoid a crossing at grade, is necessary for the security and convenience of the public.

SECOND: We hereby prescribe the manner and limits within which said alteration shall be made, as follows:

The location and grade of the said crossing and its approaches shall be altered so that the highway leading from the Boston Road, so called, to Monson shall pass over the said Boston and Albany Railroad on a suitable bridge placed at right angles to said Railroad, and having its traveled surface at least twenty (20) feet above the tracks of said Railroad which are unchanged.

The said bridge shall be of iron, supported on suitable abutments of stone masonry placed within the limits of the highway, as hereinafter laid out, and within the location of the said railroad. It shall have a clear span of fifty-four (54) feet and an inside width of twenty (20) feet. Its surface shall be suitably planked and it shall have a suitable railing each side.

The grade of the said highway shall descend from the planking of the bridge towards the Boston road, so called, at a rate not exceeding six (6) feet to the hundred. On reaching the Boston road, the grade shall descend westward at a rate not exceeding four (4) feet to the hundred, and descend eastward not exceeding two and seventy-six one-hundredths (2.76) feet to the hundred; both grades to continue until they reach the present surface of the Boston road. On the South side of the bridge the grade shall be level for a distance of one hundred eighty-nine and twenty-five hundredths (189.25) feet, and thence rise at a rate not exceeding three and sixty-seven hundredths (3.67) feet to a hundred, until it reaches the surface of the said highway to Monson as now graded.

The traveled surface of the highway where alterations are made hereby shall be at least twenty (20) feet wide.

The alterations in the location of the said crossing and its approaches are as follows: Beginning on the centre line of the road to Monson, as heretofore laid out, the highway shall run thence across land

of the Boston and Albany Railroad Company one and one-half (1 1/2) rods each side of the following described centre line, North 19° 45' West one hundred twenty-six and twenty-five hundredths (126.25) feet to the Boston Road. Also beginning at the point aforesaid in the said centre line thence across land of said Boston and Albany Railroad one and one-half (1 1/2) rods each side of the following described centre line, South 19° 45' East forty-one feet (41) to a stake; thence by a curve to the right, to which the last named line is a tangent, sixty-two and five tenths (62.5) feet to a stake. Thence South 27° 45' West two hundred ten and five-tenths (210.5) feet to the centre line of the said public way from the Boston road to Monson.

The land covered by the foregoing description is hereby taken for highway purposes excepting so much of it as already lies within the bounds of the said road to Monson, as heretofore laid out, and on the south side thereof. The land belongs to the Boston and Albany Railroad Company. That portion which lies within the limits of the location of the said railroad is taken only for the purpose of extending the highway across the railroad on a bridge as herein described.

The highway as heretofore laid out shall be discontinued from the Boston Road across the Boston and Albany Railroad to the east line of the highway laid out by this order, a distance of about seven hundred (700) feet.

THIRD: We decide and determine that the Boston and Albany Railroad Company (the Petitioners,) shall do all the work required by this our finding.

FOURTH: We decide and determine that the Commonwealth shall pay twenty-five (25) per cent and the town of Monson ten (10) per cent of the whole cost of the alterations, including the cost of the hearing, and the compensation of the Commissioners and Auditors for their services and expenses, and all damages including those mentioned in section five of Chapter 428 of the Acts of 1890.

We file herewith a plan showing the alterations herein decided upon, as a part of our finding.

AUGUSTUS W. LOCKE,	}	Commissioners.
EMORY A. ELLSWORTH,		
JOSEPH S. LUDLAM,		

DECREE OF COURT.

Commonwealth of Massachusetts.

Superior Court.

Dec. 12, 1890.

Hampden, ss.

No. 754. Eq.

Directors of the Boston and Albany Railroad Company, Petitioners, in the matter of Hastings' Crossing, in Monson et al.

In this case the decision of Augustus W. Locke, Emory A. Ellsworth, and Joseph S. Ludlam, Commissioners, in regard to Hastings' Crossing, in Monson, having been duly returned and filed in this Court, and the same having been considered, it is hereby ordered, adjudged and decreed that said decision be and the same hereby is confirmed and the findings thereof adopted.

Daniel W. Bond,

J. S. C.

We consent to the above decree.

Commonwealth of Massachusetts, by A. J. Waterman, Atty. Genl.

Town of Monson, by Edward H. Lathrop, Atty.

Boston and Albany Railroad Company, by Saml. Hoar, Genl. Counsel.

True Copies. Attest.

(L.S.)

Robert O. Morris, Clerk.

Filed Dec. 12, 1890.

The sum of five hundred thirty-eight dollars and eighty-eight cents, is allowed for damages and other expenses incurred under the Statutes relative to dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Allowance for damage done to sheep.

The Commissioners have audited the accounts of the Medical Examiners for views and examinations of the dead bodies of strangers, and certified to the Treasurer of the Commonwealth items thereon amounting to the sum of twenty-three dollars.

Accounts.

Sundry accounts being now presented, are allowed and the same, amounting to the sum of eleven thousand eight hundred ninety-nine dollars and ninety-two cents.

\$11,899.92

Hampden, ss. Dec. 2nd, 1890.

Judgment is entered up according to reports &c., and all matters not acted upon, are ordered to be continued and this meeting is adjourned without day.

Attest:

Robert O. Morris

Clerk.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners, begun and holden at Springfield, within and for the County of Hampden, on the fourth Tuesday of December, being the twenty-second day of said month, in the year of our Lord one thousand eight hundred and ninety.

Present, Leonard Clark, Esq., Chairman,	}	County
" Lewis F. Root, Esq.		
" Harvey D. Pagg, Esq.		Commissioners.

and by adjournment on the seventh day of January, and the twenty-seventh day of January, on the third day of February, on the third day of March, and on the seventh day of April, in the year of our Lord one thousand eight hundred and ninety-one.

Present, Leonard Clark, Esq. Chairman,	}	County
" Lewis F. Root, Esq.		
" Harvey D. Pagg, Esq.		Commissioners.

Lewis F. Root, of Westfield, having been declared by the Board of Examiners, elected County Commissioner for the term of three years, and having been duly sworn, appears on said seventh day of January, and the Board, consisting of Leonard Clark, Lewis F. Root, and Harvey D. Pagg, Esquires, proceed to the choice of a Chairman. The whole number of votes cast is three, of which, Leonard Clark has two, and is chosen Chairman of the Board for the year ensuing.

To the County Commissioners of Hampden County.

Respectfully represents your petitioner, D. C. Pitkin, of Longmeadow Massachusetts, that he is the owner of a tract of land situated in said Springfield and bounded Northerly by Harrison Avenue, easterly by Dwight street Southerly by land of, and Westerly by land of George Kibbe et als. That on the 29th day of September, A. D. 1874, the City of Springfield by its council laid out and established said Harrison Avenue as a public highway and took a portion of his said land for said street and thereby injured the same, and awarded him damages therefor. And your petitioner avers that he is aggrieved by the doing of the said City Council in awarding him damages for the injury done to him and his said land by the laying out, over and upon the same. Wherefore he prays that after due proceedings had in the premises, a jury may be summoned to es-

D. C. Pitkin Petr.

for a Jury.)

vs.

The City of Springfield.

1.

timate and determine his said damages, by him sustained as aforesaid.
Springfield, Sept. 2, 1875.

D. C. Pitkin,

by Leonard & Wells, Attys.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and seventy-five, when it was ordered "that the Commissioners meet for the purpose of acting upon said petition, at the Court House, in Springfield, aforesaid, on Tuesday, the fifth day of October next, at ten o'clock, A. M., and that the petitioner cause a copy of said petition and this order thereon to be served upon the City of Springfield, fourteen days at least before the said fifth day of October, that they may appear and be heard upon said petition." And this petition was continued from meeting to meeting, until the meeting of said Commissioners holden on the second Tuesday of October, eighteen hundred and ninety, when it was ordered that notice be given to the City of Springfield, to appear before the County Commissioners at their meeting to be holden at the Court House in Springfield, in said County, on the first Tuesday of December, next at ten o'clock in the forenoon by serving the said City with an attested copy of said petition, and of this order thereon, fourteen days at least before said first Tuesday of December, that the said City of Springfield may then and there show cause why the prayer of said petition should not be granted. " And this petition was continued to this meeting, and now it is ordered that a warrant for a jury be issued. And a warrant was duly issued requiring the Sheriff of said County, or his Deputy, to summon a jury of twelve men to hear and determine the matter of complaint set forth in said petition, and now, the following verdict and order is received from the Superior Court, to wit:

Commonwealth of Massachusetts.

Hampden, ss. Superior Court. March Sitting, 1891.

To the County Commissioners of the County of Hampden, In the case of D. C. Pitkin, Petr. for a jury, upon which a warrant was ordered by the said County Commissioners, and was issued dated the sixteenth day of January, eighteen hundred and ninety-one, and has been returned into this Court, it is now ordered that the verdict of the jury be accepted. Said verdict is as follows:

Daniel C. Pitkin of Springfield against the City of Springfield.

The jurors summoned in said action and empanelled by Timothy

M. Brown, of Springfield, on the fourteenth day of March, A. D. 1891, for the purpose mentioned in the warrant in this case issued on the petition of said Daniel C. Pitkin against the said city of Springfield, having been first duly sworn and having chosen by ballot Talcott A. Rodgers, foreman, after carefully viewing the premises and fully hearing the parties, estimate and assess the amount of damage sustained by the said Pitkin by reason of the laying out of Harrison Avenue in said Springfield at the sum of Five Hundred and fifty dollars, which is a just and reasonable compensation for the damage sustained by the said petitioner, and interest thereon amounting to \$— making a total of Five Hundred and fifty dollars. Talcott A. Rogers, Foreman, Frank E. Norton, Charles S. Gates, John C. Porter, Charles D. Clark, William D. Manchester, William J. Fuller, Chas. A. Wilson, F. D. Dwight, Edward S. Ellis, John D. Riley, Edmund H. Gates."

To the Honorable County Commissioners for the County of Hampden:

Respectfully request the Town of Longmeadow in said County, by its Selectmen duly authorized so to do in its behalf, by vote at its annual meeting held in April last, and the undersigned inhabitants of said Town, that there is in said town a road leading from the boundary line between said town and the city of Springfield, in said County, at a point where White street in said city touches said boundary line, in a general southeasterly direction through the centre of East Longmeadow, so-called, and thence in a continuing southeasterly direction past the residence of Frank A. Champlin, towards Somers in State of Connecticut, to a point on said road near and directly opposite the residence of Solomon Hills place, so-called of said town; and that the boundary lines of said road are uncertain, and said road is also insufficient and inadequate in width in course and in general to the common convenience and necessity.

Wherefore they pray that for the purpose of making alterations in the course and width of said road and of establishing the boundary lines thereof, your Honorable Board locate said road between said termini anew. Longmeadow, May 5th, 1890.

By its selectmen

John C. Porter

Frank B. Allen

Henry Hall.

The foregoing petition was entered at a meeting of the County Commis-

Selectmen of Longmeadow, Petrs. for new location of highway in Longmeadow.

24.

See Book of Plans

Page 99.

sioners, holden at Springfield, within and for the County of Hampden, on the second Tuesday of April, in the year of our Lord one thousand eight hundred and ninety, and was continued from meeting to meeting to this meeting, and due proceedings having been had thereon, the County Commissioners file the following Location Report, to wit:

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Jan. 7th, 1891.

On the Petition of the Selectmen of Longmeadow praying for a highway to be altered in Longmeadow, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the seventeenth day of June, A. D. 1890, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be altered. And at the time of said view, no person interested, objected. And now said Commissioners proceed to alter the location of said highway in the manner following:

The above road is laid out and described on the Northerly side, and is laid out forty-nine and one-half feet wide Southerly of the described line and runs parallel to it, except where otherwise specified. The angles are bisected and granite bounds put in on both sides. Beginning at a stone in the corner of two roads and on the northerly side of the Somers road (so-called,) about a mile and a half southeasterly from the village of East Longmeadow, thence N. 48 degrees 55 minutes W. 1715.33 to a stone on James & Marra's land, thence N. 55° 05' W. 1566.28 feet to a stone opposite the end of a road, thence N. 36° 30' W. 2994.83 feet to a stone on land of Norcross Bros. thence N. 35° 16' W. 623.46 feet to a stone at the corner of roads opposite the Catholic Church, thence N. 37° 16' W. 943.53 feet to an old stone at the corner of roads near the old hotel, thence N. 35° 52' W. 158.90 feet to an old stone in front of the church, thence N. 20° 40' W. 377.51 feet to a stone near Alfred Taylor's house, thence N. 8° 24' W. 148.79 feet to a stone in the brook opposite the south end of Elijah Cope's stone wall, thence N. 10° 07' W. 79.62 feet to a stone opposite the north end of Elijah Cope's stone wall, thence N. 12° 37' W. 248.46 feet to a stone ~~wall~~ on the Cadwell estate; thence N. 14° 57' W. 588.99 feet to a stone on the line between Bertha Cadwell and Norman Granger, thence N. 12° 05' W. 204.17 feet to a stone in front of Norman Granger's house, thence N. 17° 10' W. 307.37 feet to a stone in front of J. S. Beebe's house, thence N. 21° 04' W. 239.87 to a stone on the line between Beebe and Rusk, thence N. 27° 20' W. 861.42 feet to

a stone in the corner of roads opposite Jas. Cadwell's, thence N. 23° 40' W. 959.03 to a stone on the line between Chas. Burton and David Robertson, thence N. 18° W. 1136.61 feet to a stone in the wall near the line between R. D. Wilson and C. C. Blackman, ^{183.49 feet to a stone, thence N. 62° 42' W.} thence N. 45° 45' W. 485.81 feet to a stone near C. C. Blackman's barn, thence N. 58° 37' W. 574.90 feet to a stone, thence N. 66° 11' W. 1093.35 feet to a stone on the northwesterly side of the New York and New England Rail Road track, thence N. 60° 11' W. 940.66 feet to a stone near F. N. Bull's house, thence N. 71° 09' W. 792.85 feet to a stone nearly opposite C. C. Thompson's house, thence N. 62° 40' W. 355.24 feet to a stone, thence N. 48° 32' W. 447.96 feet to a boundary stone on the line between Longmeadow and Springfield. The southerly side of the Road is parallel to and forty-nine and one-half feet (49 1-2 ft.) from the above described northerly side from the place of beginning to a stone in the corner of roads at Jas. Cadwell's house near the school house thence the said southerly side runs from said stone N. 26° 11' W. 562 feet to a stone, thence N. 20° 49' W. 208.85 feet to a stone near the by way leading to the saw mill thence N. 18° 00' W. 1294.39 feet to a stone in the line between R. D. Wilson and C. C. Blackman- from this point to the Springfield line the southerly side is parallel to and forty-nine and one-half feet (49 1-2 ft.) distant from the northerly side as before described. And the owners of the land, over which said highway is thus laid out, are allowed until the first day of March next, to remove therefrom their buildings, wood, timber, or trees. And said Commissioners having heard the proprietors of said land, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

To The Callender Estate,	\$ 25.00
David Dauranty	10.00
Dr. E. S. Peebe,	25.00
Charles Burton,	<u>100.00</u>
	\$ 160.00

to be paid to them out of the County Treasury, when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway. And it is ordered by said Commissioners that the inhabitants of said town of Longmeadow shall, on or before the first day of June, 1891, complete and finish the same, so that eighteen feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of

teams of every description, with customary loads. If practicable, the centre of the travelled part shall be the centre of the location. The form and manner of construction shall be as follows: All obstructions shall be removed from every part of the same to the width aforesaid, and so crowned that the centre shall be six inches higher than the sides all small inequalities shall be reduced to a level, or a regularly inclined plane, and greater rises shall not exceed — feet in one hundred feet. Bridges shall be constructed of stone or brick; drains and sluices shall be of the same material and of sufficient capacity at all places necessary for conducting away the water. Swampy and soft bottoms shall be raised at least — feet; — inches on the surface of the whole part to be travelled upon shall consist of gravel or other material which shall be permanently hard; and durable stone or iron monuments shall be placed at each end, and near each angle, in said described line. Where excavations are necessary, the slope of the banks on the sides shall not exceed one foot perpendicular, to one and one-half feet horizontal. Railings shall be erected at all steep and dangerous places; and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

Leonard Clark

Harvey D. Bagg

L. F. Root

} County Commissioners.

Hampden, ss.

County Commissioners' Meeting, Jan. 7th, 1891.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road be known as a public highway forever.

Attest:

Robert O. Morris, Clerk.

Cornelia A. Hastings
(Petr. for Est. of
Dam.)

vs.

The New Haven &
Northampton Co.

25.

For Plan, See Book
of Plans, Page 174.

To the Honorable Board of County Commissioners of the County of Hampden, Commonwealth of Massachusetts.

Respectfully represents Cornelia A. Hastings of Westfield, in said County, that whereas by decree of your Honorable Board dated September 7th, 1889, upon petition of the New Haven and Northampton Company, corporation for the taking of land in said Westfield from your applicant, consent was given said company to take the following described land of applicant, viz: bounded northerly and westerly on lands of the New Haven and Northampton Company to Chapel street; Easterly by line commencing at

the intersection of the easterly line of the location of the railroad of said company and the northerly line of Chapel street, running thence at right angles to said Chapel street to a point twenty-one feet distant from said easterly line of said location measured at right angle; thence northerly parallel with and uniformly distant at right angle twenty-one feet easterly from the easterly line of said location." And whereas by the taking thereof your applicant will be greatly damaged and such damages have not been estimated, assessed or agreed upon, your applicant does respectfully make application to you, that you estimate the damages for the taking of the aforesaid land and requests that you require said corporation to give satisfactory security for the payment of all damages and costs that may be awarded by you or a jury for the said land according to the statutes in such case made and provided.

Dated May 20th, 1890.

Cornelia A. Hastings.

From the office of

W. S. Kellogg.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for the County of Hampden, on the second Tuesday of April, in the year of our Lord one thousand eight hundred and ninety, when it was ordered that the Commissioners meet for the purpose of acting upon said petition at the Court House, in Springfield, aforesaid, on Tuesday, the twenty-fourth day of June current, at ten o'clock A. M., and that the petitioner cause a copy of said petition and this order thereon to be served upon the New Haven and Northampton Company, fourteen days at least before the said twenty-fourth day of June, that it may appear and be heard upon said petition." And the petitioner filed the following motion to amend her petition, to wit: "And now comes the plaintiff and moves to amend her petition by making the Westfield Savings Bank a corporation duly established and having a usual place of business at said Westfield, a party thereto, they having a mortgage covering said ~~real~~ estate in connection with other property to the amount of three thousand dollars." And this petition was continued from meeting to meeting to this meeting, and now the Commissioners file their award, which is in the words following, to wit:

Commonwealth of Massachusetts.

Hampden, ss.

Cornelia A. Hastings, Petr. for estimate of Damages.

County Commissioners' Meeting, Dec. 20th, 1890.

In the matter of the Petition of Cornelia A. Hastings of Westfield for the estimation of damages, caused by the taking of her land in said Westfield, by the New Haven and Northampton Company, under a decree of the County Commissioners of said County of Hampden, dated Sept. 9, 1889, the record of which decree was amended Nov. 5, 1890, leaving a driveway of eleven feet between said land taken and the Whip Factory,-

The said County Commissioners having fully heard all parties interested, do award and determine that the entire damages sustained by the taking of said land amounts to the sum of twenty-one hundred and seventy-five dollars, and of this said amount, there be paid to the Westfield Savings Bank, mortgagee, an amount equal to the sum unpaid on its said mortgage. And it is further ordered by said Commissioners that the said New Haven and Northampton Company give security to the satisfaction of the County Commissioners for the payment of all damages and costs awarded for the taking of said land. Lewis F. Root, being unable to attend, Benjamin F. Burr, Special Commissioner, was called and acted in his stead.

Leonard Clark	}	County
Harvey D. Bagg		Commissioners.
Benjamin F. Burr)	Special Commissioner.

Geo. A. Hill et als. Petrs. for change of grade &c. of highway in Russell.

30.

See Book of Plans, -
Page 107.

Respectfully represents the undersigned that the public convenience and necessity require a change of grade, relocating, widening and general repairs be made in the highway leading to Blandford in the town of Russell, between its junction with the main road from Westfield to the village of Fairfield and said town of Blandford.

Wherefore we pray you to view the premises and make such order relative to the same as the case demands.

Geo. A. Hill and others.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for the County of Hampden, on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety, when due proceedings were had thereon, and the petition was continued from meeting to meeting, to this meeting, and now the County Commissioners file the following Location Report, to wit:

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Jan. 7th, 1891.

On the Petition of George A. Hill and others, praying for a highway

to be relocated, widened &c., in Russell. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the sixteenth day of September, A. D. 1890, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should have specific repairs. And at the time of said view, no person interested objected to the repairing of said highway. And now, said Commissioners order general repairs on said highway in the manner following: Commencing about 50 feet Easterly of the brook that crosses the highway leading from Westfield to Blandford about one-fourth of a mile Westerly of Fairfield Mills. From this point to the bridge it must be so graded as to give a better approach by filling in. Westerly from this bridge to foot of hill is to be worked 18 ft. wide exclusive of gutters and properly crowned. In the Narrows, so-called the road is to be worked 16 ft. wide for about 100 ft. and the rest of the way 18 ft. wide and so worked that the water shall be kept out of travelled way. Through the flat or meadow near the Blandford line is to be raised one foot with suitable material 20 ft. wide exclusive of ditches and properly crowned; other places suitably hardened. Special repairs to be made according to profile and grades hereto annexed worked 18 ft. wide exclusive of gutters and properly hardened and crowned. Where rock is found it is to be subgraded at least 9 inches below grade and refilled with suitable material. And the owners of land over which said highway is thus laid out, are allowed until the first day of March, next, to remove therefrom their buildings, wood, timber, or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, award no damages to be paid to any person or corporation, as in their opinion none are entitled to any in consequence of the specific repairs on said highway. And it is ordered by said Commissioners that the inhabitants of said town of Russell shall, on or before the first day of August, 1891, complete and finish the same, so that 18 feet in width thereof throughout the whole, (except where otherwise specified,) exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. If practicable, the centre of the travelled part shall be the centre of the location. The form and manner of construction shall be as follows:- all obstructions shall be removed from every part of the same to the width aforesaid, and so crowned that the centre shall be six inches higher than the sides; and all

small inequalities shall be reduced to a level, or a regularly inclined plane, and greater rises shall not exceed — feet in one hundred feet. Bridges shall be constructed of stone or brick; drains and sluices shall be of the same material and of sufficient capacity at all places necessary for conducting away the water. Swampy and soft bottoms shall be raised at — feet; — inches on the surface of the whole part to be travelled upon shall consist of gravel or other material which shall be permanently hard; and durable stone or iron monuments shall be placed at each end, and near each angle in said described line. Where excavations are necessary, the slope of the banks on the sides shall not exceed one foot perpendicular, to one and one-half feet horizontal. Railings shall be erected at all steep and dangerous places and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

Leonard Clark,
Harvey D. Bagg,
L. F. Root,

} County
} Commissioners.

Hampden, ss.

County Commissioners' Meeting, Jan. 7th, 1891.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:

Robert O. Morris, Clerk.

John Boyle et als. To the Honorable Board of County Commissioners for the County of Hampden
Petr. for specific Respectfully represent the subscribers that they are inhabitants of
repairs on highway Southwick and Westfield in said County, more than five from each of said
in Southwick and Towns.
Westfield.

32. That the highway leading from Southwick Hotel Northerly through Southwick & Westfield to the top of Northam's Hill so-called in Westfield is out of repair. The public convenience and necessity require that specific repairs be made on the same that it be relocated and hardened and made more suitable and comfortable for travel. Wherefore your petitioners pray that after due notice to all parties in interest your Honorable Board will view the premises and make such order relative to the matter of relocation, hardening and specific repairs as the circumstances in the case require.

Dated at Southwick, this 8th day of August, A. D. 1890.

John Boyle and others, Patitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for the County of Hampden, on the

fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety, when due proceedings were had thereon, and this petition, was continued from meeting to meeting to this meeting, and now the County Commissioners file the following Location Report, to wit:

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Feb. 3rd, 1891.

On the petition of John Boyle and others, praying for a highway to be specifically repaired in Southwick and Westfield. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, and the said County Commissioners did, on the fourteenth day of October, A. D. 1890, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be repaired. And at the time of said view, no person interested objected. And now said Commissioners order specific repairs on said highway in the manner following:

The travelled part of the highway-leading from Southwick Hotel, in Southwick, Northerly through Southwick and Westfield, to the top of Northam's Hill in Westfield to be thoroughly hardened by a covering of six inches of gravel or other good material. And it is ordered by said Commissioners that the inhabitants of Westfield and Southwick shall, on or before the first day of June, 1891, complete and finish the same. And the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners. Lewis F. Root, County Commissioner, being disqualified to act on account of residence, Benj. F. Burr, Special Commissioner, was called in and acted in his stead.

Leonard Clark,	}	County
Harvey D. Bagg		Commissioners.
Benj. F. Burr)	Special Commissioner.

Hampden, ss. County Commissioners' Meeting, Feb. 3rd, 1891.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: ROBERT O. MORRIS, Clerk.

E. Collins et als. To the Honorable Board of County Commissioners for the County of Hampden
 Petrs. for Townway Mass.
 in Westfield.

34.
 For Plan- See Book
 of Plans, Page 88.

Respectfully represent the undersigned inhabitants of the town of Westfield that they have petitioned the selectmen of that town, in writing, to lay out a town way and locate the same, commencing at the westerly end of Parker Avenue on the south side thereof, being easterly of the residence of James L. Robinson, thence running southerly in the line of the Montgomery water main to Pochassic street at or near the point where said water main crosses said street, and being in direct continuation and the same width of the highway recently laid out from Pochassic road to the westerly end of said Parker Avenue and about five hundred feet in length. That the selectmen have neglected and refused to lay out said way without good reason for such refusal and neglect. We therefore request your Honorable Board to view said route, and lay out and locate said way as advisable. That said request was made within thirty days from the date hereof.

Dated this 4th day of October, 1890, at Westfield, Mass.

E. Collins and others.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County of Hampden, on the first Tuesday of October, in the year of our Lord one thousand eight hundred and ninety, and was continued to this meeting, and due proceedings having been had thereon, the County Commissioners now file the following Location Report, to wit:

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Feb. 3rd, 1891.

On the petition of E. Collins and others, praying for a highway to be laid out and located in Westfield, the selectmen having neglected and refused to lay out said way, - it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the tenth day of November, A. D. 1890, view said highway, and hear all parties interested, and did adjudge that said selectmen have unreasonably neglected and refused to lay out said way, and that common convenience and necessity required that said highway should be laid out and located. And at the time of said view, no person interested objected. And now said Commissioners locate said highway in the manner following: - Commencing at Iron Mt. on the southwest corner of Parker Avenue, running South $29\frac{1}{4}^{\circ}$ West, 452 $\frac{2}{10}$ feet to the westerly side of a stone post, in northerly line of

Pochassic St. This post being the southwest corner of Jesse Rankin's land. The above described course, being the easterly line of proposed Street, and the Westerly line is parallel thereto, and 3 rods distant at right angles from it. And the owners of the land, over which said highway is thus laid out, are allowed until the first day of April, next, to remove therefrom their buildings, wood, timber, or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, award no damages to be paid to any person or corporation in consequence of said location of highway. And it is ordered by said Commissioners that the inhabitants of said town of Westfield shall, on or before the first day of June, 1891, complete and finish the same, so that 18 feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. If practicable, the centre of the travelled part shall be the centre of the location. The form and manner of construction shall be as follows:- All obstructions shall be removed from every part of the same to the width aforesaid, and so crowned that the centre shall be six inches higher than the sides; all small inequalities shall be reduced to a level, or a regularly inclined plane, and greater rises shall not exceed — feet in one hundred feet. Bridges shall be constructed of stone or brick; drains and sluices shall be of the same material and of sufficient capacity at all places necessary for conducting away the water. Swampy and soft bottoms shall be raised at least — feet; — inches on the surface of the whole part to be travelled upon shall consist of gravel or other material which shall be permanently hard; and durable stone or iron monuments shall be placed at each end, and at each angle, in said described line. Where excavations are necessary, the slope of the banks on the sides shall not exceed one foot perpendicular, to one and one-half feet horizontal. Railings shall be erected at all steep and dangerous places. And the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners. Lewis F. Root, County Commissioner, being unable to act on account of residence, Benj. F. Burr, Special Commissioner, was called, and acted in his stead.

Leonard Clark

Harvey D. Bagg,

Benjamin F. Buee,

} County

} Commissioners.

) Special Commissioner.

Hampden, ss. County Commissioners' Meeting, Feb. 3rd, A. D. 1891.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Robert O. Morris, Clerk.

County Treasurer
authorized to bor-
row in anticipation
of County Tax.

Commonwealth of Massachusetts.

Hampden, ss. Regular Adjourned Meeting of the County Commissioners.

January 7th, 1891.

VOTED, That M. WELLS BRIDGE, County Treasurer, be authorized to borrow on the credit of the County and in anticipation of the County Tax, a sum of money not exceeding Eighty Thousand Dollars, and to make, execute and deliver note, or notes, to that amount payable during the month of October next, to the order of such Bank, Institution, Corpora-
tion, or Individual, as he, the said Bridge shall elect, and to pay in-
terest or discount thereon at a rate not exceeding four per cent per an-
num.

Leonard Clark

Harvey D. Bagg

Lewis F. Root

} County

} Commissioners.

Apportionment of
Dog Tax.

The County Commissioners having apportioned the moneys received under the Provisions of the Statutes relative to dogs, not otherwise expended, order that the same, amounting to the sum of eight thousand six hundred sixty-two dollars and eighty-six cents, be paid to the treasurers of the several cities and towns of the County in the proportions following, viz:

To the Treasurer of Agawam,	\$ 203.31
To the Treasurer of Blandford,	102.60
To the Treasurer of Brimfield,	98.85
To the Treasurer of Chester,	121.79
To the Treasurer of Chicopee,	814.75
To the Treasurer of Granville,	151.17
To the Treasurer of Hampden,	119.91
To the Treasurer of Holland,	31.48
To the Treasurer of Holyoke,	1,502.95
To the Treasurer of Longmeadow,	273.10
To the Treasurer of Ludlow,	151.29
To the Treasurer of Monson,	344.30

To the Treasurer of Montgomery,	8 52.00
To the Treasurer of Palmer,	442.24
To the Treasurer of Russell,	95.56
To the Treasurer of Southwick,	110.08
To the Treasurer of Springfield,	2,712.80
To the Treasurer of Tolland,	53.40
To the Treasurer of Wales,	68.40
To the Treasurer of Westfield,	649.71
To the Treasurer of West Springfield,	459.48
To the Treasurer of Wilbraham,	<u>123.69</u>
	\$ 8,662.86

Commonwealth of Massachusetts.

Hampden, SS. County Commissioners' Meeting, January 7th, 1891.

Appraisal of County
Property.

We hereby certify that the following is a true list of the assets of the County of Hampden, December 31st, 1890, together with the appraised value thereof:

Court House Building,	200,000.00
Court House lot between Elm & State streets,	35,000.00
Law Library,	14,000.00
Furniture and other personal property in Court House,	16,000.00
Jail and House of Correction Buildings,	255,000.00
Jail and House of Correction lot, York St.	20,000.00
Furniture and other personal property in Jail and House of Correction,	5,526.00
Truant School Buildings,	13,000.00
Truant School lot,	2,200.00
Furniture and other personal property in Truant School,	<u>2,827.00</u>
	\$ 563,553.00

Leonard Clark

Harvey D. Bagg

L. F. Root.

County

Commissioners.

Decision of Commission, apptd. on Petition of Selectmen of Westfield, to alter grade Crossings at Chapel, Thomas, Main and Silver Streets in the town of Westfield.

No. 499. In Equity. Hampden, ss. Superior Court. December 31st, 1890

Finding of Commission.

Whereas, in the above matter, at the Superior Court holden for said County, on the 30th day of August, 1890, we, Elisha B. Maynard, Augustus W. Locke and Levi Stockbridge, were appointed a Commission under the provisions of Chapter 428 of the Acts of 1890, to act upon said petition, and Whereas, due notice of a public hearing thereon before us was given, as appears by our order and the return of service thereof, hereto attached and such hearing was held at Westfield on October 24th, 1890, and by adjournment at the Court House in Springfield, on November 15th, 1890, and a view of said crossings was taken on the first day of the hearing, H.W. Ely, Esq. appearing for the town of Westfield, J. C. Hammond Esq., for the New Haven & Northampton Company, (The New York, New Haven & Hartford Railroad Company Lessee,) and H. C. Bliss, Esq. Assistant Attorney General, for the Commonwealth.,

Now, having duly considered all the evidence and arguments submitted to us in this matter, we decide as follows, to wit:

First: We decide that alterations in the said crossings known as Chapel Street Thomas Street, Main Street and Silver Street Crossings, in the said town of Westfield, are necessary for the security and convenience of the public.

Second: We hereby prescribe the manner and limits within which said alterations shall be made, as follows:

Manner.

The main track of the said railroad shall be raised on an embankment 28 feet wide on top, with slopes of 1 1-2 horizontal to 1 perpendicular, extending from Elm Street southward to a point 800 feet southerly from Silver Street and for a further distance of about 1303 feet on an embankment 16 feet wide on top with slopes of 1 1-2 to 1 so as to pass by bridges over Chapel, Thomas, Main and Silver Streets. And there shall be also an inclined embankment 16 feet wide on top with a slope of 1 1-2 to 1, beginning 60 feet northerly from Silver Street and continuing on the westerly side of the first above mentioned embankment and adjoining it and descending northerly on a grade of 80 feet per mile until said grade reaches the present grade of the main track.

Also there shall be an embankment 16 feet wide on top with slopes

See Book of Plans-
Page 111. #9

1 1-2 to 1, beginning 20 feet north of Chapel St. adjoining the afore-
said 28 foot embankment on the West side thereof, and extending norther-
ly 340 feet on a descending grade of 4 feet to the 100 so as to meet the
present side track which adjoins the land of the Westfield Power Company,

The grade of the main track to be elevated shall ascend from Elm
Street 7 4-10 feet per mile to Chapel Street; thence ascending 5 feet per
mile to Thomas Street; thence ascending 21 feet per mile to Main Street;
thence level to Silver Street; thence southerly level about 2103 feet
until it meets the grade of the present track.

Tracks. A main track shall be laid on the aforementioned 28 feet and
16 feet embankments, from Elm Street to the said point about 2103 feet
southerly from Silver Street. Also a side track shall be laid alongside
the new main track above-mentioned from Elm Street to a point about 800
feet southerly from Silver Street.

Length-	4,920 ft.
Also an inclined track on the aforementioned inclined embankment on an 80 ft. grade- Length	924 "
Also an inclined track beginning 20 ft. north of Chapel St.	340 "
Also one side track on a level with the present main track-	760 "
Total side track-	6,944 "
And also the aforementioned main track, length	6,263 "
Total track to be laid-	13,207 "

The above mentioned tracks to be laid with the same materials, fix-
tures and appliances that are now in use in the tracks that are to be
disturbed, excepting the 800 feet of sidetrack below Silver Street and
the 1264 feet of inclined track. These latter may be laid with new
materials and appliances equal in quality and weight to the other side-
tracks of the said railroad now in use in Westfield. Or the said Rail-
road Company may use new materials in any part of the said tracks, if
it so elect, or if the old ones are unfit for use, itself paying the ex-
tra cost of new over and above the value of the old material.

Retaining Walls. Retaining walls of good mortar rubble shall be built
of sufficient dimensions to hold the slope of the Railroad embankments,
as follows:

Adjoining land of the Westfield Power Company on the west side of the
railroad, length- 260 ft.

The east wing of the north bridge abutment at Chapel St. shall be ex-
tended, length- 70 ft.

The wings of the bridge abutment south side of Thomas St. shall be extended west side	40 ft.
shall be extended east side-	100 "
The wing of the bridge abutment north of Main St. shall be extended on the east side of the Railroad	220 ft.
The wall which now terminates near the end of Birge Avenue shall be extended southward-	<u>53 ft.</u>
Total linear feet of wall to be built-	743 ft.

As shown in red on the accompanying map. All to be only of such length and thickness as is necessary to sustain the embankments when tracks are laid in the position shown in red ink on said map with 5 1-2 feet of embankment outside the rail and a slope of 1 1-2 to 1.

Bridges. All streets to be spanned with wrought iron half through plate girder bridges, supported on masonry abutments placed outside of the boundaries of the streets. At Main St. there shall be two piers inside the sidewalks. The bridges to have clear spans on the line of the tracks as follows, to wit:

Chapel Street	36 ft.
Thomas "	34 ft.
Main " 1 centre span-	60 ft.
2 side spans each-	21 1/2 ft.
Silver "	60 ft.

Over each sidewalk there shall be a roof to turn the water.

Bridge Masonry. The masonry for the bridge abutments shall be of granite above the foundations; it shall be laid in hydraulic cement mortar in broken or unbroken courses beginning 18" below the grade of streets as ordered, having rock face not exceeding two inches beyond the line of work, beds dressed at least 12 inches and joints 8 inches back from the face, no stone having more than 20, or less than 8 inches rise, except for the bottom course, which may be not over 24 inches; joints and beds to lay 3/4 inch, with vertical and horizontal joints. The backing and foundations to be of the best rubble masonry, laid in cement mortar, well tied to the face work with the face headers not less than 4 feet in length except where the wall is of less thickness, and as often as every third stone or every ten feet. The stone to be laid so as to properly break joints. Bridge seats and steps to be cut on top full width and parapets on face and top. The piers to be laid in hydraulic cement mortar in courses with not more than 20 or less than 16 inches rise, with rock face not exceeding 2 inch projections beyond the line of work. Piers

have double headers in every course every second stone or ten feet apart and on the ends with double headers every second course, all of which is to be laid with joints properly broken. The core or inside of the piers to be well filled with rubble work. The joints of all masonry to be raked, pointed, and tooled, and the work to be thoroughly cleaned. The foundations of piers to be the same as hereinbefore provided for the abutments.

Streets. All the public ways and sidewalks affected by this order to be rebuilt and put in good condition, the grades of the sidewalks to conform to the grades of the streets, as hereinafter set forth. All sidewalks that are now paved or concreted to be repaved or reconcreted. The travelled surface of the streets to be covered with as good material and to as great a depth as it is now covered. The grades of the streets where changes are made under this order shall be as follows:

Chapel street shall ascend from the railroad to Elm St. and descend to Mechanic Street at the rate of 28-100 feet to the hundred feet. Thomas street shall ascend to Monroe street and descend to Mechanic street at the rate of 45-100 feet to the hundred feet. Main street shall ascend to Free street and descend to Cherry street at the rate of 45-100 feet to the hundred feet. Silver street no change in grade ordered.

The following shall be the elevations of the street surfaces under the bridges, the base being sea level as used in the railroad surveys, a bench mark on the door sill of H. B. Smith's foundry being at elevation 148.57.

Chapel Street	144.90
Thomas "	145.02
Main "	145.00
Silver " no change ordered	

The clear head room required under the bridges is as follows:

Chapel Street-	12 ft.
Thomas "	12 ft.
Main "	13 1/2 ft.
Silver "	12 ft.

Culverts. The culvert 40 feet north of Silver St. shall be repaired and extended across the land taken by this order. The brick culvert 1000 feet south of Silver St. to be extended so as to hold the slopes herein ordered.

Limits.

The said alterations shall be made in the highways of Westfield known as

Chapel, Thomas, Main and Silver Streets and within the present location and lands of the New Haven and Northampton Company, now leased to the New York, New Haven and Hartford Railroad Company, and within the limits of six additional parcels of land, which are hereby taken for railroad purposes, adjoining the present location of the said railroad and necessary for the construction of the earth banks and other structures herein prescribed, viz:-

(A.) An irregular strip of land belonging to Mrs. Charlotte D. Brass, of Westfield, containing about 13-100 of an acre and described as follows: Beginning at a point in the southerly line of Silver Street at its intersection with the westerly line of the land of the New Haven and Northampton Company; thence westerly on said southerly line of Silver Street about 30 feet to a point which is 67 feet westerly of the centre line of the location of said Company's railroad measured on the southerly line of said street; thence southerly 183 feet; thence continuing in the same general direction on a curve to the right having a radius of 2831 9-10 feet to which the last named line is a tangent, 80 feet to a point in the aforesaid westerly line of the land of the New Haven and Northampton Company, said point being 54 feet westerly of said centre line of location; thence northerly on said line to the place of beginning. Being bounded northerly by Silver Street easterly and southerly by land of the New Haven and Northampton Company, and westerly by land of Mrs. Charlotte D. Brass.

(B.) Also an irregular strip of land belonging to Mrs. Frances H. Atwater, of Westfield, containing about 63-100 of an acre, bounded and described as follows: beginning at a point in the westerly line of the land of the New Haven and Northampton Company where it intersects the northerly line of Silver Street; thence westerly on said northerly line of Silver Street to a point which is 78 feet westerly from the centre line of the location of the railroad of said Company, measured on the aforesaid northerly line of Silver Street; thence northerly 1130 feet to a point in the aforesaid westerly line of the New Haven and Northampton Company where it intersects the southerly line of the land of H. W. & C. F. Ely, said point being 121 feet westerly of said centre line of location; thence southerly along land of the New Haven and Northampton Company to place of beginning. Being bounded northerly and easterly by land of the New Haven and Northampton Company southerly by Silver Street and westerly by land of Mrs. Frances H. Atwater.

(C.) Also an irregular strip of land belonging to Charles N. Yeamans, of

Westfield, containing about 84-100 of an acre, bounded and described as follows: beginning at a point in the easterly line of the location of the railroad of the New Haven and Northampton Company at a point where it intersects the northerly line of land of Mrs. Samuel F. Taylor; thence northerly by a curve to the right having a radius of 2814 9-10 feet, about 389 feet to land now or formerly of H. J. Bush; thence westerly about 6 feet on the division line between lands of said Bush and Yeamans; thence northeasterly about 11 feet on said division line to a point in line with the before-mentioned curve; thence northerly on said curve, having a radius of 2814 9-10 feet about 604 feet; thence northerly by a tangent to Main Street about 176 feet; thence Westerly about 25 feet on Main Street to the land of the New Haven and Northampton Company; thence southerly on said land to place of beginning. Being bounded northerly by Main Street, easterly and southerly by land of C. N. Yeamans and said Bush, and westerly by land of the New Haven and Northampton Company,

(D.) Also a strip of land belonging to Haswell Loomis, of Westfield, containing about 9-100 of an acre, bounded and described as follows: beginning at a point in the northerly line of Main Street where it intersects the westerly line of the land of the New Haven and Northampton Company; thence westerly on said Northerly line of Main Street about 13 feet to a point which is 48 feet westerly from the centre line of the location of the said company's railroad measurer on said northerly line of Main Street; thence northerly about 132 feet; thence continuing northerly by a curve to the left having a radius of 1399 7-10 feet about 64 feet to a point in the division line between lands of Lorenzo H. Richardson and Haswell Loomis; thence easterly on said division line 26 feet to a point in the aforesaid westerly line of the location of the railroad of the New Haven and Northampton Company; thence southerly on said line to the place of beginning.

Being bounded northerly by land of Lorenzo H. Richardson easterly by land of the New Haven and Northampton Company, southerly by Main Street, and westerly by land of Haswell Loomis.

(E.) Also an irregular strip of land belonging to Lorenzo H. Richardson of Westfield, containing about 17-100 of an acre, bounded and described as follows: Beginning at a point in the westerly line of location of the railroad of the New Haven and Northampton Company where it intersects the southerly line of land belonging to said Richardson; thence westerly on last mentioned line 26 feet; thence northerly by a curve to the left having a radius of 1399 7-10 feet 295 feet; thence northeasterly about

41 feet to a point where the westerly line of said location intersects the southerly line of Thomas Street; thence southerly on the westerly line of location to place of beginning.

Being bounded northerly and westerly by land of L. H. Richardson, easterly by land of the New Haven and Northampton Company and southerly by land of Haswell Loomis.

(F.) Also a strip of land belonging to Emerson Davis Noble, of Westfield containing about 6-100 of an acre, bounded and described as follows:

Beginning at a point in the southerly line of Chapel Street where it intersects the easterly line of location of the railroad of the New Haven and Northampton Company; thence southerly on said easterly line of location 113 feet; thence easterly on the division line between lands of the New Haven and Northampton Company and said Noble about 25 feet; thence northerly parallel to and uniformly distant 25 feet from the aforesaid easterly line of location 113 feet to a point in the before mentioned southerly line of Chapel Street; thence westerly on said street line about 25 feet to place of beginning, being bounded northerly by Chapel Street, easterly by said Noble, southerly and westerly by land of the New Haven and Northampton Company.

Plan Filed. The work it to be done and the land is to be taken in accordance with the plan entitled:

*Plan and profile to accompany finding of Commission dated December 31, 1890, showing alterations ordered in the grade Crossings at Chapel, Thomas, Main and Silver Streets in Westfield on the railroad of the New Haven and Northampton Company (New York, New Haven and Hartford Railroad Company lessee.)

Third: And the work to be done is apportioned between the said New Haven and Northampton Company, (New York, New Haven and Hartford Railroad Company lessee,) and the town of Westfield as follows:

The town of Westfield shall do all the work of excavating and moving the earth to bring the streets to the proposed new grade; and shall do all the work of completely finishing the road bed, road surface and sidewalks in the respective public ways. The said New Haven and Northampton Company (New York, New Haven and Hartford Railroad Company, lessee,) shall do all the remaining work, shall change the grades of its road, shall construct the required masonry, bridges, retaining walls and embankments, main tracks, side tracks, yard tracks, switches, and all needed fences in the manner shown on the said plan.

Fourth: We decide that the Commonwealth shall pay twenty five per

cent of the whole cost of the alterations including the cost of the hearing and the compensation of the Commissioners and Auditors for their expenses and all damages including those mentioned in Section five of Chapter 428 of the Acts of 1890, and the town of Westfield ten per cent thereof.

Elisha B. Maynard	}	Commissioners.
Augustus W. Locke		
Levi Stockbridge.		

Consent of Directors to change of Grade.

We, the undersigned, a majority of the Directors of the New Haven and Northampton Company, hereby consent to changes of grade in the railroad of said Company which are ordered in the decree of Elisha B. Maynard, Augustus W. Locke and Levi Stockbridge, Esquires, Commissioners, and which are as follows:

The grade of the main track to be elevated shall ascend from Elm Street 7 4-10 feet per mile to Chapel Street; thence ascending 5 feet per mile to Thomas Street; thence ascending 21 feet per mile to Main Street; thence level to Silver Street; thence southerly level about 2103 feet until it meets the grade of the present track.

Chas. N. Yeamans	}	Directors.
E. M. Reed		
E. H. Trowbridge		
Daniel Trowbridge		
Geo. J. Brush		
Charles S. Clark		
A. Healen Rohden.		

Final Decree.

In this case the decision of Elisha B. Maynard, Augustus W. Locke and Levi Stockbridge, Special Commission appointed pursuant to the statute in regard to the above-named crossings, having been duly returned and filed in this Court, the directors of said company having assented to the changes of grade as ordered in said decree, and the board of Railroad Commissioners having certified that in the judgment of the board, the expenditures on the part of the Commonwealth for the current year, under this and previous certificates issued under the provisions of Sec. 11 of Chap. 428 Stats. of 1890- will not exceed the amount provided for in said act. And the same having been considered by the Court, it is hereby ordered, adjudged and decreed, that said decision be and the same is hereby confirmed and the findings thereof adopted.

By the Court.

Robert O. Morris, Clerk.

True Copies. Attest: Robert O. Morris, Clerk. (L.S.)
 Decision filed Feb. 17th, 1891.

Allowance for dam- The sum of two hundred forty-eight dollars and eighty-one cents is al-
 ages done to Sheep. lowed for damages and other expenses incurred under the Statutes rela-
 tive to dogs, and the same is ordered to be paid out of the moneys re-
 ceived by the County Treasurer under the provisions of said Statutes.

Order as to per cent- Commonwealth of Massachusetts.

age to be paid on Hampden, ss. County Commrs' Meeting, April 7th, 1891.

Borrowed Money. Whereas, it has been made to appear to said County Commissioners,
 that it is impossible to borrow money at the rate of 4 per cent, and that
 upon the order of the County Commissioners passed Jan. 7th, 1891, the
 County Treasurer was authorized to borrow eighty thousand dollars, at
 said rate of four per cent; and that only the sum of twenty-five thousand
 dollars has been borrowed in accordance with said order, it is now voted
 that the said County Treasurer be authorized to pay interest, or discount
 upon the sum of ten thousand dollars of said eighty thousand, at the
 rate not exceeding four and one-half per cent per annum.

(L.S.) Leonard Clark } County
 Harvey D. Bagg }
 L. F. Root } Commissioners.

County Estimate. Estimated expenses of the County of Hampden, for the year 1891, with the
 amount necessary to be raised by Tax.

For payment of Jurors,	8,500.00
" Service of Venires,	400.00
" Officers of Courts and Meals of Jurors,	2,800.00
" Salaries of Spec. and County Commissioners,	2,500.00
" " Sheriff and Treasurer,	3,000.00
" Land Damages,	3,000.00
" Publication of Commissioners' Notices,	300.00
" Survey of Highways,	400.00
" Construction of Highways and Monuments,	1,000.00
" Medical Examiners,	1,500.00
" Salaries of Messenger & Engineer- Court House,	1,800.00

For Record Books and Stationery,	1,400.00
▪ Law Library,	2,000.00
▪ Repairs, Court House,	2,000.00
▪ Fuel and Lights, Court House,	1,000.00
▪ Clerk of Courts,	3,500.00
▪ Criminal Costs,	500.00
▪ Miscellaneous Expenses,	800.00
▪ Interest on County Notes,	18,000.00
▪ Auditors of Court,	1,000.00
▪ Insane Cases,	1,500.00
▪ Truant School, less receipts,	5,000.00
▪ Salaries of Officers of Police and District Courts,	11,000.00

At Jail and House of Correction,

For Provisions,	8,500.00
▪ Clothing,	2,000.00
▪ Fuel and Lights,	4,000.00
▪ Beds and Bedding,	500.00
▪ Salaries of Officers,	6,800.00
▪ Board of Officers and Employees,	1,200.00
▪ Additions and Repairs,	2,000.00
▪ Instruction,	300.00
▪ Furniture and Utensils,	400.00
▪ Miscellaneous,	500.00
▪ Water Rents,	1,300.00
▪ Medicine and Medical Attendance,	600.00

Sinking Fund toward payment of note
\$50,000. 1892.

4,000.00

Total Estimate, \$ 105,000.00

Deduct Estimated Receipts, 7,000.00

Amount called for by Tax. \$ 98,000.00

Leonard Clark
Harvey D. Fagg
Lewis F. Root.

} County
} Commissioners.

Accounts.

\$21.70

The Commissioners have audited the accounts of the Medical Examiners for views and examinations of the dead bodies of strangers, and certified to the Treasurer of the Commonwealth items thereon amounting to the sum of Twenty-one Dollars and Seventy Cents.

\$18,003.02

Sundry accounts being now presented, are allowed, and the same, amounting to the sum of eighteen thousand and three dollars, and two cents, and the same are ordered to be paid from the County Treasury.

Hampden, ss. Apr. 7th, 1891.

Judgment is entered up according to reports, &c., and all matters not acted upon are ordered to be continued, and this meeting is adjourned without day.

Attest:

Robert O. Miner

Clerk.

Commonwealth of Massachusetts.

Hampden, ss. At a meeting of the County Commissioners begun and holden at Springfield, within and for the County of Hampden, on the second Monday of April, being the fourteenth day of said month, and by adjournment on the seventeenth day of said month, on the fifth day of May, and on the second day of June, in the year of our Lord one thousand eight hundred and ninety-one.

Present, Leonard Clark, Esq., Chairman,	} County
Lewis F. Root, Esq.,	
Harvey D. Bagg, Esq.	
	} Commissioners.

Commonwealth of Massachusetts.

To the Honorable the County Commissioners of the County of Hampden.

The Boston and Albany Railroad Company, a corporation duly established under the laws of said Commonwealth respectfully represents that for the purpose of securing its road it requires land without the limit of the route fixed adjacent to other land occupied by said corporation by tracks already in use, in the town of Palmer in said County, and is unable to obtain the same by agreement with the owner; that said owner is supposed to be William M. Brigham of Marlborough in the county of Middlesex, trustee under the will of Elvira Lyon late of Ware in the county of Hampshire; that said additional land is bounded and described as follows: Beginning at an iron rail imbedded in the ground on the easterly line of the highway leading from Palmer to Brimfield and distant sixty (60) feet at right angles southwesterly from the original centre line of location of the Western Rail Road; thence running southeasterly by a line parallel with and everywhere distant sixty (60) feet southwesterly from said centre line of location about two hundred (200) feet to a point nearly opposite the easterly end of the retaining wall built by the Western Rail Road corporation; thence running northerly about twelve (12) feet to said retaining-wall, thence running northwesterly, westerly and southwesterly by said retaining wall and by said highway to the point of beginning; meaning and intending hereby to describe all the land lying easterly of the said highway southerly of the railroad of said company, and northerly of a line parallel with and everywhere distant sixty (60) feet southwesterly from the original centre line of location of the said Western Railroad, as shown upon a plan filed herewith dated August 1890, and signed by Chas. E. Alger, Division Engineer.

Boston and Albany

Railroad Co.,

Petr. to take land
outside of location

21.

For Plan- See Book
of Plans, Page 178

Wherefore your petitioner prays that your Honorable Board will prescribe the limits within which said land may be taken, after due proceedings had in the premises.

Boston & Albany R. R. Co.

by J. A. Rumrill,

Vice President.

The foregoing petition was entered at a meeting of the County Commissioners, begun and holden at Springfield, within and for the County of Hampden, on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety, when it was ordered, That the Petitioners give notice to the said William M. Brigham, to appear before the said County Commissioners, at the Station of the Boston and Albany Railroad Co., in Palmer, in said County, on Thursday, the ninth day of October, next, at 9.45 o'clock A. M., by serving him with an attested copy of said Petition and of this Order, fourteen days at least before the said ninth day of October, that he may then and there show cause why the prayer of said petition should not be granted. And this petition was continued from meeting to meeting to the meeting of said County Commissioners, holden on the fourth Tuesday of December, in the year of our Lord one thousand eight hundred and ninety, when it was ordered that the Petitioners notify all parties interested to appear at the Court House, in Springfield in said County, on Saturday, the fourteenth day of February current, at half past nine o'clock A.M., by causing an attested copy of said Petition and this Order, to be published in the Palmer Journal, a newspaper published in said County, seven days at least before said fourteenth day of February, and by causing copies of said Petition and this Order, to be posted in three public places in Palmer, in said County, seven days before said fourteenth day of February, that they may then and there show cause, if any they have, why the prayer of said petition should not be granted. And this Petition was continued to this meeting, and now, after due notice to the owners of the land, the County Commissioners having met, and a hearing having been had, and said petition having been duly considered, on this fifth day of May, 1891, said Commissioners do adjudge and determine that said Railroad Company be authorized to take land as prayed for in said petition without the permission of the owners and do prescribe the limits within which the same may be taken, as follows: From land supposed to be owned by William M. Brigham of Marlborough in the County of Middlesex, trustee under the will of Elvira Lyon late of Ware in the County of Hampshire:-

Beginning at an iron rail imbedded in the ground on the easterly line of the highway leading from Palmer to Brimfield and distant sixty (60) feet at right angles southwesterly from the original centre line of location of the Western Rail Road; thence running southeasterly by a line parallel with, and everywhere distant sixty (60) feet southwesterly from said centre line of location about two hundred (200) feet to a point nearly opposite the easterly end of the retaining-wall built by the Western Railroad Corporation; thence running Northerly about twelve (12) feet to said retaining wall, thence running northwesterly, westerly and southwesterly by said retaining-wall and by said highway to the point of beginning; meaning and intending hereby to describe all the land lying easterly of the said highway, southerly of the railroad of said company, and northerly of a line parallel with and everywhere distant sixty (60) feet southwesterly from the original centre line of location of the said Western Rail Road.

Leonard Clark	}	County
Harvey D. Bagg		
L. F. Root		Commissioners.

April 14th, 1891. Contract for removing the offal from the Jail and House of Correction is awarded W. L. Bailey for the sum of ninety (90) Dollars.

Contract for removing Offal at Jail awarded W.L. Bailey.

In conformity with a reslove of the General Court, passed at their present session, granting a Tax of Ninety-Eight Thousand Dollars, (\$98,000.00) for the County of Hampden, the same is apportioned upon the several cities and towns in said County, in manner following:-

County Tax.

Agawan,	\$ 1,366.30
Blandford,	418.70
Brimfield,	550.92
Chester,	727.23
Chicopee,	6,699.34
Granville,	418.71
Hampden,	440.75
Holland,	110.19
Holyoke,	20,913.30
Longmeadow,	1,410.39
Ludlow,	881.49

Monson,	1,917.73
Montgomery,	154.26
Palmer,	2,930.86
Russell,	462.78
Southwick,	617.04
Springfield,	45,418.77
Tolland,	176.30
Wales,	330.55
Westfield,	7,514.71
West Springfield,	3,812.45
Wilbraham,	<u>727.23</u>

\$ 98,000.00

And warrants have been issued dated June 2nd, eighteen hundred and ninety one, directed to the Selectmen or Assessors of the several towns and cities in said County, directing them to assess the same upon the inhabitants of their respective towns and cities, and requiring their Collectors or Constables to collect the same, and to cause the amount so collected to be paid to the County Treasurer.

County Treasurer authorized to borrow money at a rate not exceeding 5%

Commonwealth of Massachusetts.

Hampden, ss. County Commrs. Meeting, May 5th, 1891.

Whereas, it has been made to appear to said County Commissioners that it is impossible to borrow money at the rate of four per cent, and that upon the order of the County Commissioners passed Jan. 7th, 1891, the County Treasurer was authorized to borrow eighty thousand dollars, at said rate of four per cent; and that only the sum of thirty-five thousand dollars has been borrowed in accordance with said order, it is now voted that the said County Treasurer be authorized to pay interest, or discount upon the balance of said sum, at the rate not exceeding five per cent per annum.

	Leonard Clark	}	County	
	Harvey D. Bagg		}	Commissioners.
(L.S.)	L. F. Root			

Accounts.

\$9,248.91

Sundry accounts being now presented, are allowed, and the same, amounting to the sum of nine thousand two hundred-forty-eight dollars & ninety-one cents, are ordered to be paid from the County Treasury.

April Meeting, 1891.

Land Damages.

The following persons are allowed the sums set against their names for damages to lands taken for highways, amounting to the sum of one hundred and sixty dollars, and the same are ordered to be paid from the County Treasury.

To Callendar Estate on petition of the Selectmen of Longmeadow,	\$ 25.00
To David Duranty on same petition	10.00
To Dr. E. S. Beebe on said petition	25.00
To Charles Burton on same petition,	<u>100.00</u>
	\$ 160.00

Hampden, ss. June 2nd, 1891.

Judgment is entered up according to reports &c., and all matters not acted upon are ordered to be continued, and this meeting is adjourned without day.

Attest:

Robert O. Morris Clerk.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners, begun and holden at Springfield, within and for the County of Hampden, on the Fourth Tuesday of June, being the twenty-third day of said month, and by adjournment on the thirteenth day of June, on the seventh, eleventh, fourteenth, sixteenth and twenty-fifth days of July, on the fourth and fifteenth days of August, and on the first, eleventh and eighteenth days of September, in the year of our Lord one thousand eight hundred and ninety-one.

Present, Leonard Clark, Esq., Chairman,	} County
Lewis F. Root, Esq.	
Harvey D. Bagg, Esq.	
	} Commissioners.

Road Commissioners
of West Springfield
Petrs. for location
of highway.

25. For Plan- See Book
of Plans, Page 177.

To the Honorable the County Commissioners of the County of Hampden:-

Respectfully represents the undersigned, the Road Commissioners of the Town of West Springfield, in accordance with a vote of said town, that there is need of relocating the road at Ashleyville, and therefore pray your honorable board to view the premises and relocate the road at Ashleyville between the houses of Edson Clark and James F. Hayes, in said town, as the public convenience and necessity requires.

Fred H. Sibley,	} Road Commissioners
Saml. F. Butterworth	
D. F. Melcher	
	} of the Town of
	} West Springfield.

and others, Petrs.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the Fourth Tuesday of December, in the year of our Lord one thousand eight hundred and ninety, and was continued from meeting to meeting to this meeting, and due proceedings having been had thereon, the County Commissioners now, to wit: on this twenty-ninth day of June, in the year eighteen hundred and ninety-one, file the following Location Report, to wit:

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, June 23rd, 1891.

On the Petition of the Road Commissioners of West Springfield, and others, praying for a highway to be relocated in West Springfield, It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did on the twelfth day of May, A. D. 1891, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated. And at

the time of said view, no person interested objected. And now said Commissioners relocate said highway in the manner following:

Beginning in the easterly line of the road, at an iron monument opposite the southwesterly corner of the house of Samuel D. Smith, said monument having been substituted for, or put in the place of an old stone monument, and is distant by said line of road N. $14^{\circ} 18'$ W. $335 \frac{7}{10}$ feet from a stone monument near the land of Edson Clark. The road at this point is $49 \frac{1}{2}$ feet wide. Thence running from said iron monument and in said line of road extended N. $14^{\circ} 18'$ W. $190 \frac{7}{10}$ feet to an iron monument, bearing S. $35^{\circ} 50'$ W. $33 \frac{3}{10}$ feet from the Southwesterly corner of the house of William H. Smith- thence N. $9^{\circ} 25'$ W. $801 \frac{5}{100}$ feet to an iron monument, bearing S. $2^{\circ} 20'$ E. $31 \frac{5}{10}$ feet from the Southwesterly corner of the house of J. F. Hayes. On this course, viz: N. $9^{\circ} 25'$ W. at $98 \frac{5}{100}$ feet from the Southerly end thereof the road is 70 feet wide, measuring at right angles to said course, and continues of this width for $315 \frac{7}{10}$ feet, at this point the road is widened to 88.0 feet, and so continues to the end of the course. Thence from the last mentioned iron monument N. $24^{\circ} 30'$ W. 66.0 feet to an iron monument in line with the northerly side of J. F. Hayes' house. The road being 57.0 feet wide at the end of this course measuring at right angles with said course. The line above described is the easterly line of the road. Iron monuments are driven at all angles in said line and also in the westerly line except at the beginning and the end. The width of the road at the first mentioned monument is $49 \frac{1}{2}$ feet wide, and from this point on the westerly side, the line running northerly is straight to the monument on the northerly side of the Brush Hill road, where the road is 70 feet wide.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of July next, to remove therefrom their buildings, wood, timber, or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

To Wm. H. Smith,	\$150.00
Samuel D. Smith,	75.00
Mrs. Nichols, (Eliza J.)	<u>300.00</u>
	\$ 525.00

to be paid to them out of the County Treasury, when the lands over which the highway is located shall have been entered upon and possession taken

for the purpose of constructing said highway.

And it is ordered by said Commissioners that the inhabitants of said town of West Springfield shall, on or before the fifteenth day of July, 1891, complete and finish the same, so that eighteen feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. If practicable, the centre of the travelled part shall be the centre of the location. The form and manner of construction shall be as follows:— All obstructions shall be removed from every part of the same to the width aforesaid, and so crowned that the centre shall be six inches higher than the sides; all small inequalities shall be reduced to a level, or a regularly inclined plane, and greater rises shall not exceed — feet in one hundred feet. Bridged shall be constructed of stone or brick; drains and sluices shall be of the same material and of sufficient capacity at all places necessary for conducting away the water. Swampy and soft bottoms shall be raised at least — feet; — inches on the surface of the whole part to be travelled upon shall consist of gravel or other material which shall be permanently hard; and durable stone or iron monuments shall be placed at each end and at each angle, in said described line. Where excavations are necessary, the slope of the banks on the sides shall not exceed one foot perpendicular, to one and one-half feet horizontal. Railings shall be erected at all steep and dangerous places; and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners. Harvey D. Bagg, County Commissioner, being disqualified on account of residence, W. H. Brainerd, Special Commissioner, was called in, and acted in his stead.

Leonard Clark	}	County
Lewis F. Root,		Commissioners.

W. H. Brainerd)	Special Commissioner.
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Hampden, ss. County Commissioners' Meeting, June 29th, A. D. 1891.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Robert O. Morris, Clerk.

Commonwealth of Massachusetts.

Hampden, ss.

Regular Adjourned Meeting of the County Commissioners.

August 4th, 1891.

VOTED, That M. WELLS BRIDGE, County Treasurer, be authorized to borrow on the credit of the County, and to renew the debt of the County, incurred by reason of the rebuilding of the bridge over the Connecticut River, between the City of Holyoke and the Town of South Hadley, the sum of Fifty-One Thousand Dollars, and to make, execute, and deliver two notes to the order of the Springfield Institution for Savings, one for Twenty-Six Thousand Dollars, payable two years from date, and one for Twenty-Five Thousand Dollars, payable three years from date, and to pay interest thereon at the rate of four per cent per annum, payable semi-annually.

Leonard Clark	}	County
Harvey D. Bagg		
L. F. Root.		Commissioners.

County Treasurer
authorized to
borrow on acct.
of "Holyoke and
South Hadley
Bridge."

H. L. Niles was awarded the contract for furnishing the Jail and House of Correction with meat for the ensuing year.

Corned beef \$2.60 per hundred lbs.

Beef Shanks 2.00 per hundred lbs.

Salt Pork 7.00 per hundred lbs.

Aug. 15th, 1891.

H. L. Niles award-
ed the contract
for furnishing
Jail & House of
Correction with
meat.

Commonwealth of Massachusetts. No. 1.

Hampden, ss. County Commissioners' Meeting, Sept. 1st, 1891.

VOTED,

That M. WELLS BRIDGE, County Treasurer, be authorized to borrow on the credit of the County, and on account of construction of the bridge over the Connecticut River, between Holyoke and Chicopee, called "The Willimansett Bridge," the sum of twenty thousand dollars, and to execute and deliver a note to that amount payable on demand to the order of the Springfield Institution for Savings, and to pay interest or discount thereon at a rate not exceeding four per cent per annum.

Leonard Clark	}	County
Harvey D. Bagg,		
L. F. Root.		Commissioners.

County Treasurer
authorized to
borrow on account
of the "Williman-
sett Bridge."

Dog Damages.

The sum of twelve hundred fourteen dollars twenty-four cents is allowed for damages and other expenses incurred under the Statutes relative to dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Land Damages.

The following persons are allowed the sum set against their names, for damages to lands taken for highways, amounting to the sum of Five Hundred and Twenty-Five Dollars, and the same are ordered to be paid from the County Treasury.

To Wm. H. Smith	\$ 150.00
Samuel D. Smith,	75.00
Mrs. Eliza J. Nichols,	<u>300.00</u>
	\$ 525.00

Decision of Commission in matter of Pet. of the Boston & Albany R. R. Co. for alteration of level crossing east of North Wilbraham Station.

Directors of the Boston and Albany Railroad Company Petitioners for alterations at the grade crossing just East of the North Wilbraham Station. Commonwealth of Massachusetts. Hampden, ss. No. In Equity. Superior Court. March 9th, 1891.

FINDING OF COMMISSION.

WHEREAS, in the above matter, at the Superior Court holden for said County, on the 5th day of November, 1890, we, Homer B. Stevens, Augustus W. Locke and Joseph S. Ludlam were appointed a Commission under the provisions of Chapter 428 of the Acts of 1890 to act upon said petition, and

For Plan, See Book of Plans, Page 120.

WHEREAS, due notice of a public hearing thereon before us was given as appears by our order and the return of service thereof now on file in the records of the Superior Court, and such hearing was held at the North Wilbraham Station of the said Railroad on December 17th, 1890, and continued to December 31st, 1890, and again continued to February 7th, 1891, and a view of the said crossing was taken on the last day of the hearing. Samuel Hoar, Esq. appeared for the petitioners, H. C. Bliss, Esq. for the Commonwealth, F. H. Gillett, Esq. for the town and Chas. L. Gardner Esq. for Joseph Baldwin.

NOW, having duly considered all the evidence and arguments submitted to us in this matter we decided as follows.

FIRST, We decide that alterations in the crossing just East of the North Wilbraham Station, where the highway from the said station to Ludlow

crosses the said railroad at grade, are necessary for the security and convenience of the public.

SECOND, We hereby prescribe the manner and limits within which said alterations shall be made as follows:-

Manner.

As a substitute for the grade crossing above named, a new way shall be built as is hereinafter described and a bridge shall be built to carry the railroad tracks over the highway at a point about three hundred (300) feet East of the said station in order that public travel may pass under the said railroad at that point.

On the completion of the work herein ordered, the said highway, heretofore crossing the railroad at grade, shall be discontinued, so much of it as lies within one hundred and thirty-two (132) feet Northerly from the Southern line of location of the said railroad. The bridge shall be of iron of sufficient capacity to properly sustain two main tracks. It shall rest on abutments of stone twenty-five (25) feet apart at the street surface. The abutments shall be of such quality and dimensions as to properly support the bridge and retain the adjacent railroad embankments. The bridge seats shall be long enough to receive a four-track bridge.

The highway, where the grade is hereinafter prescribed, shall have a graded driveway twenty-five (25) feet wide covered with good gravel to a depth of ten (10) inches and a suitable fence each side where the same is necessary. The surface of the highway under the bridge shall be eighty-five (85) feet above tide water, the base of the railroad levels.

Beginning at the centre line of location of said railroad, the grade of the highway shall continue Northerly and Westerly level sixty-one (61) feet. Thence, on a rising grade of six (6) feet to the hundred, two hundred (200) feet. Thence past a house supposed to belong to Phineas Knowlton, on a rising grade of one and five one-hundredths (1.05) feet to the hundred, one hundred ninety (190) feet to the highway leading from said station to Ludlow. Also, beginning at the said centre line from thence the grade shall run level in a Southerly direction twenty-four (24) feet. Thence Southerly and Westerly on a rising grade of four (4) feet per hundred, two hundred and ten (210) feet until the present surface of the highway is reached.

LIMITS.

The alterations herein ordered shall be made partly within the limits of the highway leading from the said station to and under the bridge

situated about three hundred (300) feet East of said station, and partly within 2 additional parcels of land which are hereby taken for highway purposes excepting so much of them as lies within the present highway. Said parcels of land adjoin the present highways, are necessary for the execution of the said alterations and are bounded and described as follows.

(A.) Land taken supposed to belong to the Boston and Albany Railroad Company, one rod each side of the following described centre line. Beginning at a stake in the Northern line of location of the said railroad, said stake being thirty (30) feet Westerly from a stone bound in said location line supposed to be the East line of the highway; thence N. $41^{\circ} 43'$ W. twenty-five and five-tenths (25.5) feet to a stake. Thence Westerly by a curve to the left of two hundred (200) feet radius to which the last above named line is a tangent, one hundred and forty-four and sixty-two hundredths (144.62) feet to a stake. Thence Westerly in a direction tangential to the curve above mentioned about two hundred and forty (240) feet to the highway leading from the said station to Ludlow and containing twelve thousand six hundred (12600) square feet more or less not including any of the highway as heretofore laid out.

(B.) Land taken from an owner or owners unknown. Beginning at a stake in the Southerly line of location of the said railroad twelve and one-half (12 1-2) feet Easterly from the extension of the face line, at the level of the ground, of the Easterly abutment of the bridge as it now stands; thence S. 12° W. eighty-three and three-tenths (83.3) feet to a stone bound. Thence S. $89^{\circ} 10'$ W. three hundred and fifty-three and sixty-five hundredths (353.65) feet to a stone bound at the corner of chapel Street. Thence Northerly at right angles to the last named line 3 rods to a stake. Thence N. $89^{\circ} 10'$ E. to stake which is 3 rods Westerly from the above described line which is eighty-three and three tenths (83.3) feet long. Thence N. 12° E. to the Southerly line of location line 3 rods to the place of beginning and containing nineteen thousand two hundred (19200) square feet more or less.

Plans. filed.

The work herein ordered is to be done and the land is to be taken in accordance with a plan filed with this our finding entitled,

"Plan and profile to accompany finding of commission dated March 8th, 1891, showing alterations ordered in the grade crossing just East of the North Wilbraham Station of the Boston and Albany Railroad."

THIRD, We decide that the Boston and Albany Railroad Company (the

petitioners) shall do all the work and furnish all the materials required by this our finding.

FOURTH. We decide that the Commonwealth shall pay twenty-five per cent of the whole cost of the alterations, including the cost of the hearing and the compensation of the Commissioners and Auditors for their services and their expenses and all damages including those mentioned in Section five of Chapter 428 of the Acts of 1890 and the town of Wilbraham ten per cent thereof.

FIFTH. Counsel for Commonwealth asks the Commission to rule that under the petition in this case they may order that the crossing named be discontinued without the establishment or alteration of another or substituted way. The Commission rules as requested.

Counsel for Commonwealth asks the Commission to find as a fact that the road way under the railroad is but seventeen feet in width and is of insufficient width to accommodate the public use to which it is now subjected. The Commission finds that the said road way is but seventeen feet wide but does not find that it is of insufficient width to accommodate the public use to which it is now subjected.

Counsel for Commonwealth asks the Commission to rule that if it appear that the present passage way under the railway bridge on the main road is not of sufficient width to accommodate the public travel at that point, and if a widening of said passage way is needed without regard to the discontinuance of the grade crossing, then it will be the duty of the Commission to disregard that portion of the petition which asks for changes in the highway under the railway bridge. The Commission does so rule for the purposes of this case.

Homer B. Stevens.	}	Commissioners.
Augustus W. Locke		
Joseph S. Ludlam,		

DECREE OF THE COURT.

In this case the decision of Homer B. Stevens, Augustus W. Locke, and Joseph S. Ludlam, Commissioners, having been duly returned and filed in this Court and the same having been considered, and a certificate of the Railroad Commissioners having been filed in this Court, certifying that, in their judgment, the expenditure on the part of the Commonwealth for the current year under said certificate, and previous certificates issued under Section 11 of Chapter 428 of the Acts of 1890 will not exceed the amount provided for in said Act, it is hereby ordered, adjudged

and decreed that said decision be, and the same hereby is confirmed, and the findings thereof adopted.

By the Court.

Robert O. Morris, Clerk.

A True Copy.

Attest:

Robert O. Morris, Clerk of the Superior Court.

Accounts.

\$79,954.58

Sundry accounts being now presented, are allowed, and the same amounting to the sum of seventy-nine thousand nine hundred fifty-four dollars and fifty-eight cents, are ordered to be paid from the County Treasury.

Hampden, ss. Sept. 18th, 1891.

Judgment is entered up according to reports &c., and all matters not acted upon, are ordered to be continued, and this meeting is adjourned without day.

Attest:

Robert O. Morris

Clerk.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for the County of Hampden, on the First Tuesday of October, being the sixth day of said October, and by adjournment on the sixteenth day of said October, on the fourth day of November, and on the first, second and fifth days of December, in the year of our Lord one thousand eight hundred and ninety-one.

Present, Leonard Clark, Esq., Chairman,	} County
Lewis F. Root, Esq.,	
Harvey D. Bagg, Esq.,	

To the County Commissioners for the County of Hampden.

Respectfully represents the Otis Company, a corporation duly established under the laws of the Commonwealth of Massachusetts, and having a usual place of business in Palmer, in said County, that it desires to construct in said town a railroad for private use in the transportation of freight by the use of steam power as follows: Commencing on the line of the New London Northern railroad at some point on the northwesterly side of the river in Three Rivers in said Palmer, and connecting with said railroad, and running thence in a southwesterly course across lands of said Otis Company to a point on the northerly side of said river on line of the Athol branch of the Boston & Albany Railroad, and connecting with said last named railroad; that it will be necessary in the construction of said railroad to cross the highway leading from said Three Rivers to Belchertown a short distance northerly of the north end of the bridge which crosses said river on the line of said highway. That your petitioner has obtained the consent of the selectmen of said town of Palmer to the crossing of said highway by said railroad at a point within 125 feet of the north end of said bridge, and said selectmen have allowed steam power to be used on said railroad, and your petitioner has accordingly laid out said railroad across said highway. Wherefore your petitioner prays that your honorable board will adjudge that public necessity requires the crossing of said highway at the same level, and make a decree specially to authorize and require said Otis Company so to construct its road, in such manner as shall be prescribed in said decree.

Dated April 16, 1891.

Otis Company,

The Otis Company
Petr. for leave
to have railroad
cross highway in
Palmer.

By C. L. Gardner, its Atty.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for the County of Hampden, on the second Tuesday of April, in the year of our Lord one thousand eight hundred and ninety-one, when notice was given that the County Commissioners would meet for the purpose of hearing all parties interested, at the office of the Otis Company in Palmer, in said County, on Tuesday, the twenty-sixth day of May then next, at 10.30 A.M. and it was ordered that all persons and corporations interested therein be notified by publishing a copy of said petition and this order thereon, once a week in the Springfield Daily Union, a public newspaper printed in said County, three successive weeks, the last publication to be seven days at least before the time of said hearing. And this petition was continued to the meeting of said Commissioners holden on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-one, at which meeting, to wit: on the twenty-fifth day of July, the following interlocutory decree was filed, to wit: Commonwealth of Massachusetts. Hampden, ss. County Commissioners' Meeting, July 7th, 1891.

Upon said petition, due notice having been given to all persons interested, it appearing that the selectmen of Palmer had consented to said crossing, after a full hearing having been had, it is now adjudged that public necessity require that the prayer of the petition should be granted. And this petition was continued to this meeting, and now, to wit: on this fourth day of November, in the year eighteen hundred and ninety-one, the following final decree is filed, to wit:

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners Meeting, Nov. 4th, 1891.

Upon the petition of The Otis Company, for leave to cross the highway in Palmer, leading from Three Rivers to Palmer, at grade, it appearing that public necessity requires that the prayer of said petition should be granted, that the Selectmen of said Palmer had consented to said crossing and that the Board of Railroad Commissioners have, in writing, consented to said crossing at the same level, it is hereby decreed that the said Company be specially authorized to construct its said railroad over said highway at the same level and said Company is required to provide suitable gates at said crossing which shall close the highway on the approach and passage of a train.

Leonard Clark,
Harvey D. Bagg,
L. F. Root

} County
} Commissioners.

Holyoke & Westfield
Railroad Co.
Petr. to construct
a railroad for
private use.

To the Honorable Board of County Commissioners for the County of Hampden
Respectfully represents your undersigned petitioner that it desires
to construct a railroad for private use in the transportation of freight
over a certain tract of land owned by him and situated in West Spring-
field, in said County, from the stone quarry on said tract, across the
Brush Hill road, so-called, at grade, to and connecting with the track
of the Holyoke and Westfield Railroad Company, leased by the New York,
New Haven and Hartford Railroad Company; that the entire line of the
railroad, which it so desires to construct will be in said West Spring-
field, and with the exception of where it crosses said Brush Hill road
will be upon land of George L. Bosworth; that the motive power of said
proposed railroad for private use will be steam power.

Wherefore your petitioner prays that it may be granted the right and
privilege of constructing said road, connecting the same with the track
of said railroad and using steam power as a motive power thereon as here-
inbefore more particularly set forth.

Holyoke and Westfield Railroad Co.

by

George L. Bosworth.

— The foregoing petition was entered at a meeting of the County
Commissioners, holden at Springfield, within and for said County, on the
second Tuesday of April, in the year of our Lord one thousand eight hun-
dred and ninety-one, when notice was given that the County Commission-
ers would meet for the purpose of hearing all parties interested, at
the Court House in said Springfield, on Tuesday, the seventh day of July
next, at 10 o'clock A. M. and it was ordered that all persons and cor-
porations interested therein be notified by publishing a copy of said
petition and this order thereon, once a week in the Holyoke Daily Tran-
script, a public newspaper printed in said County, three successive weeks
the last publication to be seven days at least before the time of said
hearing. And this petition was continued to a meeting of said Commis-
sioners holden on the fourth Tuesday of June, in the year eighteen hun-
dred and ninety-one, and on the seventh day of July, the following de-
cree, subject to the approval of the Board of Railroad Commissioners,
was entered, to wit: Commonwealth of Massachusetts. Hampden, ss.
County Commissioners' Meeting, July 7th, 1891. Upon said petition, due
notice having been given to all persons interested, and a full hearing
having been had, and no opposing parties appearing, it is now adjudged
that public necessity requires that the prayer of the petition should

be granted. And this petition was continued to this meeting, and now, to wit, on this fourth day of November, in the year eighteen hundred and ninety-one, the following final decree is entered, to wit:

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Nov. 4th, 1891.

Upon the petition of the Holyoke and Westfield Railroad Company, to cross at grade the highway in West Springfield, in said County, called the Brush Hill road,-

It appearing that public necessity requires that the prayer of said petition should be granted and that the Board of Railroad Commissioners have, in writing, consented to said crossing at the same level, it is hereby decreed that the said Company be specially authorized to construct its said railroad over said highway at the same level, and said Company is required to provide suitable gates to close the highway on the approach and passage of a train.

Leonard Clark	}	County
L. F. Root		Commissioners.

County Treasurer authorized to borrow on account of "Willimansett Bridge."

Commonwealth of Massachusetts. No. 2.

Hampden, ss. County Commissioners' Meeting, Oct. 6th, 1891.

VOTED,

That M. WELLS BRIDGE, County Treasurer, be authorized to borrow on the credit of the County, and on account of the construction of the bridge over the Connecticut River, between Holyoke and Chicopee, called "The Willimansett Bridge, the sum of Fifteen Thousand Dollars, and to execute and deliver a note to that amount payable on demand to the order of the Springfield Institution for Savings, and to pay interest or discount thereon at a rate not exceeding four per cent per annum.

Leonard Clark	}	County
Harvey D. Bagg		
L. F. Root		Commissioners.

Town of Russell allowed two thousand dollars.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Oct. 6th, 1891.

In the matter of the petition of George Hill and others, for widening, relocating &c., a highway in Russell:-

ORDERED:- That the sum of Two Thousand Dollars be paid from the County Treasury to the said Town of Russell, as a part of the expenses incurred by said town for building said highway.

Leonard Clark	}	County
Harvey D. Bagg		
L. F. Root		Commissioners.

Commonwealth of Massachusetts. No. 3.
Hampden, ss. County Commissioners' Meeting, Nov. 4th, 1891.
VOTED,

That M. Wells Bridge, County Treasurer, be authorized to borrow on the credit of the County, and on account of the construction of the bridge over the Connecticut River, between Holyoke and Chicopee, called "The Willimansett Bridge," the sum of Twenty-five Thousand Dollars, and to execute and deliver a note to that amount payable on demand to the order of the Springfield Institution for Savings, and to pay interest or discount thereon at a rate not exceeding four per cent per annum.

Leonard Clark	}	County
Harvey D. Bagg		
L. F. Root		Commissioners.

County Treasurer
authorized to borrow on account of
"Willimansett
Bridge."

Commonwealth of Massachusetts. No. 4.
Hampden, ss. County Commissioners' Meeting, Dec. 1st, 1891.
VOTED,

That M. Wells Bridge, County Treasurer, be authorized to borrow on the credit of the County, and on account of the construction of the bridge over the Connecticut River, between Holyoke and Chicopee, called "The Willimansett Bridge," the sum of Seven Thousand Dollars, and to execute and deliver a note to that amount payable on demand to the order of the Springfield Institution for Savings, and to pay interest or discount thereon at a rate not exceeding four per cent per annum.

Leonard Clark	}	County
Harvey D. Bagg		
L. F. Root.		Commissioners.

County Treasurer
authorized to
borrow on account
of "Willimansett
Bridge."

County Treasurer
ordered to transfer
funds as County
Treasurer &c.

To M. Wells Bridge, County Treasurer of Hampden County:-

You are hereby ordered to transfer from the finds in your hands as County Treasurer, to your account as Treasurer of the Sinking Fund of said County, the sum of FOUR THOUSAND DOLLARS, and to hold the same, subject to order from the Commissioners of the Sinking Fund of said County.

Springfield, Dec. 1st, 1891.

Leonard Clark
Harvey D. Bagg
L. F. Root

} County
} Commissioners
} of
} Hampden County.

County Treasurer
authorized to bor-
row on account of
"Willimansett
Bridge."

Commonwealth of Massachusetts.

No. 5.

Hampden, ss. County Commissioners' Meeting, Dec. 5th, 1891.

VOTED,

That M. Wells Bridge, County Treasurer, be authorized to borrow on the credit of the County, and on account of the construction of the bridge over the Connecticut River, between Holyoke and Chicopee, called "The Willimansett Bridge," the sum of Fifteen Thousand Dollars, and to execute and deliver a note to that amount payable on demand to the order of the Springfield Institution for Savings, and to pay interest or discount thereon at a rate not exceeding four per cent per annum.

Leonard Clark
L. F. Root.

} County
} Commissioners.

James E. Russell
elected
Register of Deeds.

Dec. 1, 1891.

The votes for Register of Deeds for the County of Hampden being examined and counted, it appears that H. Willis Cutler of Wilbraham, has nine hundred and ninety-nine votes; that James E. Russell of Springfield has fourteen thousand four hundred and fifteen votes, and John E. Russell has one vote,- the said James E. Russell of Springfield having the higher number of votes, is declared to be elected.

William C. Marsh
elected
County Treasurer.

Dec. 1, 1891.

The votes for County Treasurer having been examined and counted on the same day, it appears that Henry B. Davison of Springfield, has five hundred ninety-four votes, M. Wells Bridge of Springfield, has

eight thousand five hundred and ninety votes, and William C. Marsh of Springfield has eight thousand seven hundred and eighty-eight votes. The said William C. Marsh of Springfield has the higher number of votes and is declared to be elected.

The sum of two hundred forty-three dollars and forty-five cents is allowed for damages and other expenses incurred under the Statutes relative to dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statute.

Allowance for
damages done to
Sheep.

Sundry accounts being now presented, are allowed, and the same, amounting to the sum of seventy-one thousand five hundred eighteen dollars and thirty cents, are ordered to be paid from the County Treasury.

Accounts.
\$71,518.30

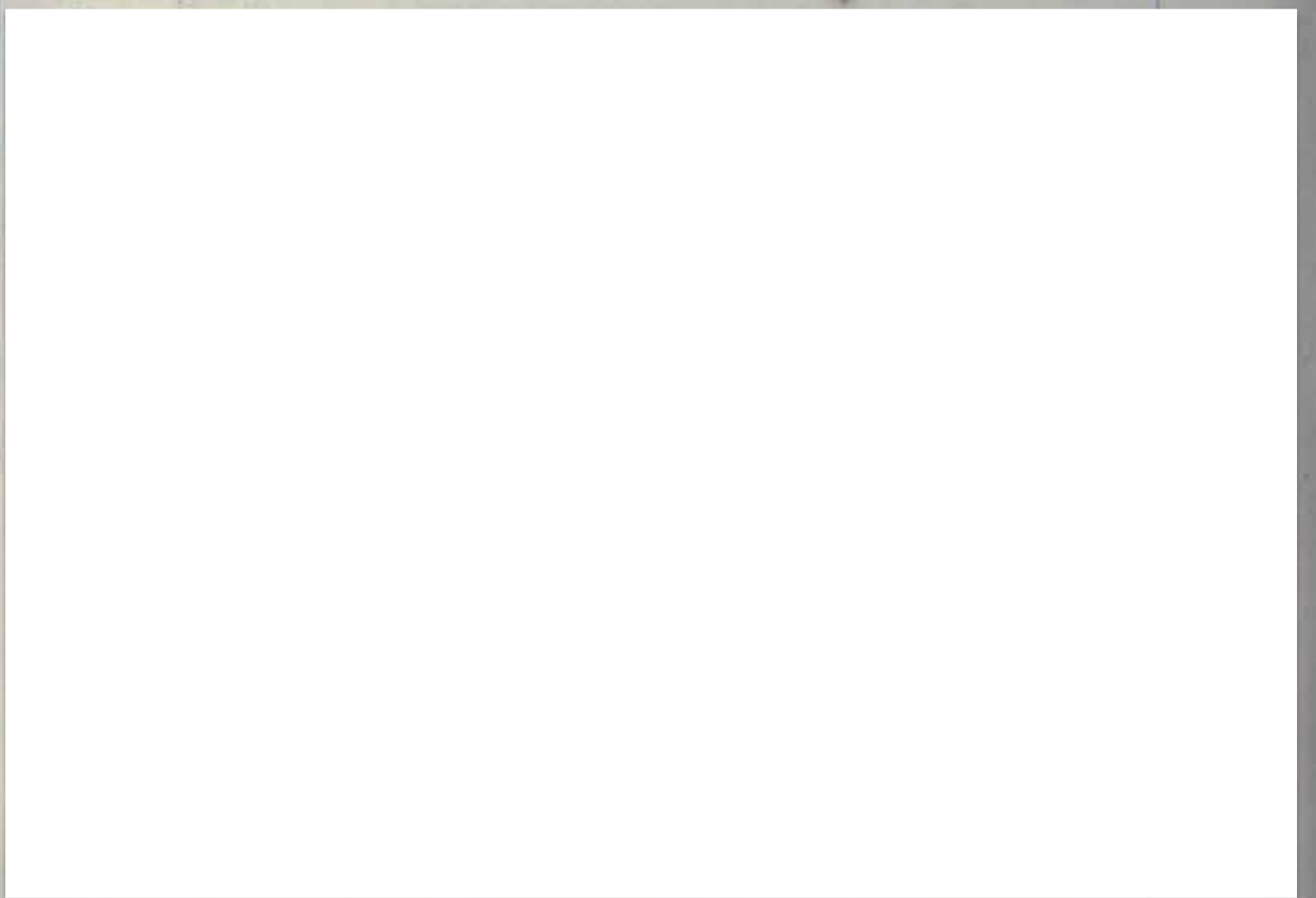
Hampden, ss. Dec. 5th, 1891.

Judgment is entered up according to reports &c., and all matters not acted upon are ordered to be continued, and this meeting is adjourned without day.

Attest:

Robert O. Mann Clerk.

Handwritten text in a cursive script, likely a historical document or manuscript. The text is written in a single column and appears to be a continuous narrative or record. The ink is dark and the paper is aged and slightly discolored.



Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners, begun and holden at Springfield, within and for the County of Hampden, on the Fourth Tuesday of December, being the twenty-second day of said month, in the year of our Lord one thousand eight hundred and ninety-one, and by adjournment on the sixth, fifteenth, eighteenth and twenty-second days of January, on the second, eighth and fifteenth days of February, on the first and second days of March, and on the fifth day of April, in the year of our Lord one thousand eight hundred and ninety-two.

Present, Leonard Clark, Esq., Chairman,	}	County
Lewis F. Root, "		
Harvey D. Bagg, "		Commissioners.

Leonard Clark, Esquire, of Springfield, having been declared by the Board of Examiners, elected County Commissioner for the term of three years and having been duly sworn, appears on said sixth day of January, and the Board, consisting of Leonard Clark, Lewis F. Root, and Harvey D. Bagg, Esquires, proceed to the choice of a Chairman. The whole number of votes cast is three, of which, Leonard Clark has two, and is chosen Chairman of the Board for the year ensuing.

To the Board of County Commissioners for the County of Hampden:-

Your petitioners, the Mayor and Aldermen of the City of Springfield in said County respectfully represent that owing to the separation of the grades of the highway and the Boston and Albany Railroad at the Red House crossing (so-called) recently ordered by your Board, public convenience requires an alteration in the highways in that vicinity.

Wherefore your petitioners ask your Board to lay out a highway from Butler Street to Berkshire Street about twenty rods northerly of the Boston and Albany Railroad and to discontinue so much of Butler Street as lies between Berkshire Street and the location of the highway hereinbefore asked for.

Dated at said Springfield, August 7, 1885.

H. M. Phillips, Mayor,

D. P. Crocker,

J. C. Lutz

Mayor and Aldermen of Springfield
Petr. for a new
highway in Spfd.

J. S. Sanderson

J. L. Knight

A. Y. Beach

Chas. A. Call

Aldermen

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and eighty-five, and was continued from meeting to meeting, to this meeting, and now it is ordered that said petition be dismissed.

John Barrett Petr.

vs.

Selectmen of West
Springfield

6.

John Barrett of West Springfield, in our County of Hampden, Petitioner for a Jury, against the Selectmen of West Springfield aforesaid, respondents. The petition in the foregoing matter was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the second Tuesday of April, in the year of our Lord one thousand eight hundred and eighty-six, when the Commissioners appointed a place and time for a hearing, and directed notice of the same to be given, and said petition was continued from meeting to meeting, to this meeting, and now it is ordered that said petition be dismissed.

Mayor and Aldermen
of Springfield, Pet
for maintenance of
Gates at crossing
Boston & Wilbraham
Road.

7.

Mayor and Alderman of the City of Springfield, Petitioners for the maintenance of gates on the Boston and Wilbraham Roads where they are crossed by the New England Railroad Company, and to have an agent stationed to open and close such gates when an engine or train passes.

The petition in the foregoing matter was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the first Tuesday of October, in the year of our Lord one thousand eight hundred and eighty-seven, at which meeting, the Commissioners appointed a place and time for a view of the premises and a hearing, and said petition was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed.

W. H. Richardson and others, petitioners for the relocation of the highway in West Springfield, from near the dwelling house of Edson Clark to a point near the dwelling house of Mrs. —Dickinson.

The petition in the foregoing matter was entered at a meeting of the County Commissioners, holden at Springfield, within and for the County of Hampden, on the Fourth Tuesday of June, in the year of our Lord one thousand eight hundred and eighty-eight, when the Commissioners appointed a place and time for a hearing and view of the premises, and the said petition was continued to the meeting of said Commissioners, holden at said Springfield, on the First Tuesday of October, in the year last aforesaid, when said Commissioners gave notice that they would meet to relocate said highway, and this matter was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed.

W. H. Richardson
et als. Petrs.
for relocation of
highway in West
Springfield.

9.

Edward Dooley and others, petitioners to have the highway leading and running from the Springfield and Longmeadow road so-called between the Caldwell and Burt farms to Pecowsic brook, located anew.

The petition in the foregoing matter was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the First Tuesday of October, in the year of our Lord one thousand eight hundred and eighty-eight, when the Commissioners appointed a place and time for a hearing and view of the premises, and directed notice of the same to be given, and said petition was continued from meeting to meeting, to this meeting, and now it is ordered that said petition be dismissed.

Edward Dooley et
als. Petrs. to
locate anew a
highway in Long-
meadow.

10.

Geo. M. Atwater and others, citizens and tax payers of Springfield and Chicopee, petitioners for revision of Plainfield Street.

The petition in the foregoing matter was entered at a meeting of the County Commissioners, holden at Springfield, within and for the County of Hampden, on the Fourth Tuesday of June, in the year of our Lord one thousand eight hundred and eighty-nine, when the Commissioners appointed a place and time for a hearing and view of the premises, and directed notice of the same to be given, and said petition was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed.

Geo. M. Atwater
and others, Petrs.
for alteration of
highway in Spring-
field and Chicopee.

12.

H. P. Robinson
etals. Petrs. for
alteration of a ro
ad in Blandford
and Russell.

22.

H. P. Robinson and others, citizens of Blandford and Russell, petition-
ers to have the highway leading from Blandford Center to Russell Depot
altered and relocated.

The petition in the foregoing matter was entered at a meeting of the
County Commissioners, holden at Springfield, within and for the County
of Hampden, on the first Tuesday of October, in the year of our Lord
one thousand eight hundred and ninety, when the Commissioners appointed
a place and time for a view of the premises and hearing, and directed
notice of the same to be given, and this petition was continued from
meeting to meeting to the meeting of said Commissioners, holden at said
Springfield, on the Second Tuesday of April, in the year of our Lord
one thousand eight hundred and ninety-one, when said Commissioners filed
their view report and gave notice that they would proceed to locate said
highway, and said petition was continued from meeting to meeting to this
meeting, and now it is ordered that said petition be dismissed.

Mayor of Holyoke,
Petr. for reloca-
tion of Northampton
Street in Holyoke.

27.

For Plan, See Book
of Plans, Page 134.

City of Holyoke. Mayor's Office. June 5, 1891.

To the Honorable the County Commissioners of Hampden County.

Respectfully represents your petitioner, that the boundaries of
Northampton Street in the City of Holyoke, in said County, should be
relocated and defined. Wherefore your petitioner authorized thereto
by a vote of the City Council of said Holyoke, a copy of which vote is
hereto annexed, respectfully prays that the said boundaries may be re-
located and defined at an early date.

Michael J. Griffin,

Mayor of Holyoke.

City of Holyoke.

In Board of Aldermen, June 1, 1891.

ORDERED, the Board of Councilmen Concurring that the Mayor be re-
quested to petition the County Commissioners for the relocating of the
boundaries of Northampton Street, such relocating being necessary for
the establishment of a proper grade.

(Copy.) Adopted by the City Council at a meeting held June 1st, 1891.

T. D. O'Brien, City Clerk.

The foregoing petition was entered at a meeting of the County Commission-
ers, holden at Springfield, within and for the County of Hampden, on the
Second Tuesday of April, in the year of our Lord one thousand eight hun-
dred and ninety-one, and this petition was continued to a _____

meeting of said Commissioners, holden at Springfield aforesaid, on the Fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-one, when the Commissioners deeming a view of the premises expedient, appointed a time and place for a hearing and view of the premises and directed notice of the same to be given, and this petition was continued to a meeting of said Commissioners, holden on the first Tuesday of October, in the year of our Lord one thousand eight hundred and ninety-one, when the Commissioners filed a report of said view, and gave notice that they would meet all parties interested at the City Hall in Holyoke, on Saturday, the fifth day of December, then next, at ten o'clock in the forenoon for the purpose of relocating said highway. This petition was continued to this meeting, and now, to wit, on this eighteenth day of January, in the year one thousand eight hundred and ninety-two, the County Commissioners file the following Location Report, to wit:

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, January 18, 1892.

On the Petition of Mayor of Holyoke, praying for a highway to be re-located in Holyoke, It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twelfth day of August, A. D. 1891, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated. And at the time of said view, after adjudicating as aforesaid, said Commissioners appointed the fifth day of December, 1891, as the time when they would proceed to relocate said highway and gave due notice as the law directs. And now said Commissioners relocate said highway in the manner following:

Commencing at a stone in the Southerly line of Northampton Street at the intersection of said line with the Westerly line of the Springfield road, (said stone situated 41.25 ft. Easterly and at right angles with the center line of the Holyoke and Westfield Railroad and 24.75 ft. Southerly of the centre line of under-crossing.) Thence N. 65° 46' W. 132 ft. to a stone, thence N. 24° 14' E. 135.45 ft. to a stone, thence North 17° 12' E. 118 feet to a stone, thence N. 1° 43' E. 96 ft. to a stone, thence N. 10° 17' W. 182 ft. to a stone set in 1871 in Wm. Whiting's field, thence N. 13° 13' E. 125.17 ft. to a stone set in 1871 in Wm. Whiting's pasture thence N. 23° 03' E. 700 ft. to a stone opposite the end of culvert, thence N. 28° 04' E. 229.43 ft. to stone set in 1855 thence N. 28° 09' E. 382.17 ft.

to a stone near Seymour Gates' house. Thus far the road is laid 3 rods wide easterly of the above described line. Thence offsetting N. 65° 11' W. 8.27 ft. to a stone. Thence N. 19° 29' E. 374.11 ft. to a stone near Oscar Ely's house. Thence N. 17° 31' E. 1124.13 ft. to a stone set in 1855 between lands of Ball Bros. and Horace Brown. Thence N. 10° 09' E. 290.32 ft. to a stone. The road is laid Easterly of the last three courses and four rods wide. Thence offsetting S. 82° 26' 1-2' E. 8.29 ft. to a stone set in 1855. Thence N. 5° 58' E. 1182.91 ft. to a stone set in 1878 under the end of culvert opposite land of Mrs. B.B. Hitchcock. The street is laid three rods wide Easterly of this last course. Thence N. 0° 04' W. 436.32 ft. to a stone set in 1878 in the centre of the Westfield Road. Thence N. 4° 16' W. 753.89 ft. to a stone replaced in 1878 opposite John Conkling's. The other side of the street on the last two courses not being parallel is described as follows: Returning to the stone under the culvert opposite Mrs. B. B. Hitchcock's and running thence S. 87° 03' E. 49.57 ft. across the street to a stone. Thence N. 3° 14' E. 265.45 ft. to a stone in the center of South Street. Thence N. 2° 25' W. 275.61 ft. to a stone near the center of Mechanic Street. Thence N. 5° 25' W. 518.43 ft. to a stone near Morris Ely's house. Thence N. 5° 07' W. 134.19 ft. to a stone opposite Patrick Cunningham's. Thence S. 89° 55' W. 49.64 ft. across the street to the stone previously mentioned opposite John Conkling's. From this point forward to the end of the survey the street is laid 3 rods wide Easterly of the line described. Resuming the description at the stone opposite John Conkling's. Thence N. 4° 26' E. 666.54 ft. to a stone near the North side of Cherry Street, thence N. 8° 28' E. 216.82 ft. to stone of 1855. Thence N. 15° 13' E. 637.15 ft. to stone of 1855. Thence N. 13° 26' E. 1392.26 ft. to stone of 1855 in division line between lands of John Cleary and Ann Street Estate. Thence N. 10° 40' E. 858.45 ft. to stone of 1855 in front of Ann Street's house. Thence N. 23° 37' E. 1155.89 ft. to a stone of 1855 near Mrs. O. L. Craft's Hotel, thence N. 15° 21' E. 1314.19 ft. to a stone opposite Thomas Flanagan's. Thence N. 12° 36' E. 534.24 ft. to a stone near the Southerly line of Geo. W. Prentiss', thence N. 11° 25' E. 297.87 ft. to a stone of 1855 near North line of Geo. W. Prentiss, thence N. 8° 00' E. 1278.08 ft. to old stone of 1855 North of driveway to A. D. Street's house. Thence N. 18° 12' E. 621.27 ft. to a stone, thence N. 13° 27' E. 494.58 ft. to a stone thence N. 16° 19' E. 424.54 ft. to a stone, thence N. 4° 51' E. 539.05 ft. to a stone of 1855 near the south line of John Street's. Thence N.

13° 09' E. 840.17 ft. to old stone which marks the line between Hampden and Hampshire Counties. Except where otherwise described the angles have all been bi-sected and stones set in all angles on the Easterly side of the Street, and wherever the old stones are not suitable new ones set in their places. Further reference can be had to plans filed in County Clerk's office which corresponds with this survey, excepting that the bearings are read in the opposite direction. And the owners of the land, over which said highway is thus laid out, are allowed until the first day of March next, to remove therefrom their buildings, wood timber, or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, award no damages to be paid to any person or corporation, as in their opinion none are entitled to any, in consequence of this relocation of highway. And it is ordered by said Commissioners that the inhabitants of said City of Holyoke shall, on or before the first day of June, 1892, complete and finish the same, so that 18 feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. If practicable, the centre of the travelled part shall be the centre of the location. The form and manner of construction shall be as follows:- All obstructions shall be removed from every part of the same to the width aforesaid, and so crowned that the centre shall be six inches higher than the sides, all small inequalities shall be reduced to a level, or a regularly inclined plane, and greater rises shall not exceed feet in one hundred feet. Bridges shall be constructed of stone or brick; drains and sluices shall be of the same material and of sufficient capacity at all places necessary for conducting away the water. Swampy and soft bottoms shall be raised at least —feet; —inches on the surface of the whole part to be travelled upon shall consist of gravel or other material which shall be permanently hard; and durable stone or iron monuments shall be placed at each end, and at each angle, in said described line. Where excavations are necessary, the slope of the banks on the sides shall not exceed one foot perpendicular, to one and one-half feet horizontal. Railings shall be erected at all steep and dangerous places; and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

Leonard Clark

L. F. Root

Harvey D. Bagg

County Commissioners.

Hampden, ss. County Commissioners' Meeting, Jan. 18th, 1892.

The foregoing report is filed and accepted and thereupon it is ordered that the same be recorded, that the said road may be known as a public highway forever.

Attest: Robert O. Morris, Clerk.

J. M. Forward et
als. Petrs. for al-
teration of highway
in Southwick.

30.

To the Honorable Board of County Commissioners of the County of Hampden:

The undersigned citizens of Southwick and Granville in said County, respectfully represent to your Honorable Board that the highway in said town of Southwick from Wilcox Corner on the Westfield Road, to the Agawam town line is out of repair and should be altered and properly hardened. Wherefore your petitioners pray that your Honorable Board will view said highway and make the necessary orders.

Southwick, Sept. 4th, 1891.

J. M. Forward and others.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for the County of Hampden, on the Fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-one, when due proceedings were had thereon and said petition was continued to this meeting, and now, to wit: on this eighteenth day of January, in the year of our Lord one thousand eight hundred and ninety-two, the Commissioners file the following Location Report, to wit:

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Jan. 18th, 1892.

On the Petition of J. M. Forward and others praying for a highway to be specifically repaired in Southwick. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the sixteenth day of October A. D. 1891, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be repaired. And at the time of said view, no person interested objected. And now said Commissioners order specific repairs on said highway in the manner following: The travelled part of the highway in said Southwick leading from Wilcox corner on the Westfield Road, to the Agawam town line, to be thoroughly hardened by a covering of six inches of gravel or other good material. And it is ordered by said Commissioners that the inhabitants of said town of

Southwick shall, on or before the first day of May, 1892, complete and finish the same, and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

Leonard Clark	}	County
L. F. Root		
Harvey D. Bagg		Commissioners.

Hampden, ss. County Commissioners' Meeting, Jan. 18th, A. D. 1892.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded, that the said road may be known as a public highway forever.

Attest: Robert O. Morris, Clerk.

To the County Commissioners of Hampden County.

Respectfully represents the Foster Machine Company, a corporation duly established by law and having a place of business in Westfield, in said County, that it desires to construct a railroad in said town for private use in the transportation of freight by the use of steam or electric power, said road to be constructed as follows:

Commencing at a point on the New Haven and Northampton Company's Railroad, which is South of Silver Street; thence in a Southwesterly direction across the canal and canal feeder to the Southerly side of said feeder and thence running westerly along the Southerly side of said feeder over and across Ponders Hollow Road and thence continuing along near and by said feeder to certain buildings now in process of construction on land westerly of said Ponders Hollow Road. That your petitioner has obtained the consent of the Selectmen of said town of Westfield to the crossing of said Ponders Hollow Road as described and said Selectmen have allowed steam or electric power to be used in said Railroad and your petitioner has accordingly laid out said Railroad across said highway as authorized by said Selectmen. Wherefore your petitioner prays that your honorable board will adjudge that public necessity requires the crossing of said Ponders Hollow Road at the same level and make a decree specifically to authorize and require said Foster Machine Company to construct its road in such manner as shall be prescribed in said decree.

Westfield, Mass.

Foster Machine Co.

Oct. 19th, 1891.

By Wm. P. Warren, President.

The foregoing petition was entered at a meeting of the County Commission-

The Foster Machine Company,
Petr. to construct
a private railroad
in Westfield

ers, holden at Springfield, within and for the County of Hampden, on the first Tuesday of October, in the year of our Lord one thousand eight hundred and ninety-one, when said Commissioners gave notice that they would meet for the purpose of hearing all parties interested at the Court House, in Springfield, aforesaid, on Tuesday, the first day of December then next, at 10 o'clock A.M. and it was ordered that all persons and corporations interested therein be notified by publishing a copy of said petition and this order thereon, once a week in the Valley Echo, a public newspaper printed in said County, two successive weeks, the last publication to be three days at least before the time of said hearing. And on the tenth day of December, in the year eighteen hundred and ninety-one, the Commissioners filed their Interlocutory decree to wit: "Upon said petition, due notice having been given to all persons interested, it appearing that the Selectmen of said Westfield had consented to said crossing, after a full hearing having been had (and no opposing parties having appeared,) it is now adjudged that public necessity requires that the prayer of the petition should be granted." And said petition was continued to this meeting, and now, to wit: on this fifth day of April, in the year of our Lord one thousand eight hundred and ninety-two, the following final decree is entered, to wit: "Commonwealth of Massachusetts. Hampden, ss. County Commissioners' Meeting. Apr. 5th, 1892. Upon the Petition of the Foster Machine Company, a corporation duly established by law and having a place of business in Westfield, in said County, to cross at grade the Ponders Hollow Road in Westfield, - It appearing that public necessity requires that the prayer of said petition should be granted and that the Board of Railroad Commissioners have, in writing, consented to said crossing at level, it is hereby decreed that the said Company be specially authorized to construct its said railroad over said highway at the same level, and said Foster Machine Company is to place and maintain gates on each side of tracks and the same are to be so placed that they shall extend across said highway while trains are passing. The tracks must be planked within and outside of the rails of each track the width of the highway.

Leonard Clark,
Harvey D. Bagg

} County
} Commissioners.

To the County Commissioners for the County of Hampden.

Respectfully represent James A. Crane and Robert B. Crane, both of Westfield, in said County, that they desire to construct in said town of Westfield a railroad for private use in the transportation of freight by the use of horse or steam power as follows:-

Commencing on the line of, and joining to, a private railroad constructed by the Foster Machine Company and said Cranes, at a point Easterly of South Broad Street; thence running in a Westerly direction along lands of the New Haven and Northampton Company, leased by said Foster Machine Company, and lands of said Cranes to a point on South Maple Street, near Cowles' Bridge:- That it will be necessary in the construction of said railroad to cross the road or highway called South Broad Street and the road or highway known as the Meadow Road, or Squawfield, leading from South Maple Street to Little River:-

That your petitioners have obtained the consent of the Selectmen of said town of Westfield to the crossing of said highways by said railroad, and said Selectmen have allowed steam power to be used on said railroad, and your petitioners have accordingly laid out said railroad across said highways.

Wherefore your petitioners pray that your honorable board will adjudge that public necessity requires the crossing of said highways at the same level and make a decree specially to authorize and require said Cranes so to construct their road in such manner as shall be prescribed in said decree.

Dated November 16th, 1891.

James A. Crane,

Robert B. Crane,

By their Attorney,

Arthur S. Kneil.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for the County of Hampden, on the first Tuesday of October, in the year of our Lord one thousand eight hundred and ninety-one, when notice was given that the County Commissioners would meet for the purpose of hearing all parties interested, at the Court House in said Springfield, on Tuesday, the first day of December next, at ten o'clock in the forenoon, and it was ordered that all persons and corporations interested therein be notified, by publishing a copy of said Petition and this Order thereon, in the Times and News Letter, a public newspaper printed in said County, said publication to

James A. Crane
et als. Petrs. to
construct a private
railroad in West-
field.

be six days at least before the time of said hearing. And on the tenth day of December, in the year of our Lord one thousand eight hundred and ninety-one, the following Interlocutory Decree was filed, to wit: "Upon said petition, due notice having been given to all persons interested, it appearing that the selectmen of Westfield aforesaid had consented to said crossings, and no opposing parties appearing, after a full hearing having been had, it is now adjudged that public necessity requires that the prayer of the petition should be granted." And this petition was continued to this meeting, and now, to wit: on the fifth day of April, in the year of our Lord one thousand eight hundred and ninety-two, the following final decree is filed, to wit:

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Apr. 5th, 1892.

Upon the Petition of James A. Crane and Robert B. Crane, both of Westfield, in said County, to cross at grade the road or highway called South Broad Street and the road or highway known as the Meadow Road, or Squawfield, leading from South Maple Street to Little River, in said Westfield,.

It appearing that public necessity requires that the prayer of said petition should be granted and that the Board of Railroad Commissioners, have, in writing consented to said crossings at the same level, it is hereby decreed that the said Crane Brothers be specially authorized to construct their said railroad over said highways at the same level and said Crane Brothers are to place and maintain gates on each side of tracks and the same are to be so placed that they shall extend across said highways while trains are passing. The tracks must be planked within and outside of the rails of each track the width of the highway. Squawfield Road, or road leading south from Edwin Hedges' to the river may be raised four feet at the crossing with a grade of not more than three feet in one hundred feet on either side, to be planked and gated as above. In grading across the track, the grade must not exceed 3 feet in 100 feet. No car or engine to be run faster than ten miles an hour across Road or highway.

Leonard Clark
Harvey D. Bagg

} County
} Commissioners.

		Dec. Meeting, 1891.
Jan. 6th, 1892. Said James E. Russell, Register of Deeds, appears and is sworn and gives bond for the faithful discharge of the duties of said office.		James E. Russell Register of Deeds sworn in
Jan. 6th, 1892. William C. Marsh, County Treasurer, appears and is sworn and gives bond for the faithful discharge of the duties of said office.		William C. Marsh County Treasurer —sworn in—
Commonwealth of Massachusetts. Hampden, ss. County Commissioners' Meeting, Jan. 6th, 1892. VOTED, That WILLIAM C. MARSH, County Treasurer, be authorized to borrow on the credit of the County, and on account of the construction of the bridge over the Connecticut River, between Holyoke and Chicopee, called "The Willimansett Bridge," the sum of Ten Thousand Dollars, and to execute and deliver a note to that amount payable on demand to the order of the Springfield Institution for Savings, and to pay interest or discount thereon at a rate not exceeding four per cent per annum. Leonard Clark, L. F. Root,	No. 6. County Commissioners.	County Treasurer authorized to borrow on account of "Willimansett Bridge"
Commonwealth of Massachusetts. Hampden, ss. The County Commissioners for the County of Hampden, having viewed and carefully examined throughout the alteration of crossing of highway in Palmer, in said County, ordered upon the petition of the Boston and Albany R. R. Co., and Selectmen of said Palmer, and having found the same well made, constructed and completed, according to the order of the Commissioners thereon, we do hereby accept the same. Witness our hands this twenty-second day of December, A. D. 1891. Leonard Clark Harvey D. Bagg L. F. Root	County Commissioners.	Acceptance of alteration of crossing of Commercial Street in Palmer.

Appraisal of County

Property Jan. 15,
1892.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, January 15th, 1892.

We hereby certify that the following is a true list of the assets of the County of Hampden, December 31st, 1891, together with the appraised value thereof:

Court House Building,	200,000.00
Court House lot, between Elm and State Streets,	50,000.00
Law Library,	15,000.00
Furniture and other personal property in Court House,	13,000.00
Jail and House of Correction Buildings,	255,000.00
Jail and House of Correction lot, York Street,	25,000.00
Furniture and other personal property in Jail and House of Correction,	5,600.00
Truant School Buildings,	13,000.00
Truant School Lot,	2,200.00
Furniture and other personal property in Truant School,	3,000.00
Sinking Fund, Hampden County,	43,798.86
	<u>\$ 628,598.86</u>

Leonard Clark
Lewis F. Root
Harvey D. Bagg

County

Commissioners.

County Treasurer
authorized to bor-
row

Willimansett ———
——— Bridge.

Commonwealth of Massachusetts.

No. 7

Hampden, ss. County Commissioners' Meeting, Jan. 15th, 1892.

VOTED,

That WILLIAM C. MARSH, County Treasurer, be authorized to borrow on the credit of the County, and on account of the construction of the bridge over the Connecticut River, between Holyoke and Chicopee, called "The Willimansett Bridge," the sum of Twenty-Five Thousand Dollars, and to execute and deliver a note to that amount payable on demand to the order of the Springfield Institution for Savings, and to pay interest or discount thereon at a rate not exceeding four per cent per annum.

Leonard Clark
L. F. Root
Harvey D. Bagg

County

Commissioners.

Dec. meeting, 1891.

County Estimate

Estimated expenses of the County of Hampden, for the year 1892, with the amount necessary to be raised by Tax.

For Payment of Jurors,	10,000.00
* Service of Venires,	700.00
* Officers of Courts and Meals of Jurors,	3,500.00
* Salaries of Special and County Commissioners,	2,500.00
* * Sheriff and Treasurer,	3,000.00
* Land Damages,	700.00
* Publication of Commissioners' Notices,	200.00
* Survey of Highways,	500.00
* Construction of highways and monuments,	3,000.00
* Medical Examiners,	1,500.00
* Salaries of Messenger & Engineer- Court House,	1,800.00
* Record Books and Stationery,	1,000.00
* Law Library,	1,500.00
* Repairs, Court House,	2,000.00
* Fuel and Lights, Court House,	1,200.00
* Clerk of Courts,	3,500.00
* Criminal Costs,	500.00
* Miscellaneous Expenses,	1,000.00
* Interest on County Notes,	18,000.00
* Auditors of Court,	1,000.00
* Insane Cases,	1,500.00
* Truant School, less Receipts,	5,000.00
* Salaries of Officers of Police and District Courts,	12,000.00
At Jail and House of Correction.	
For Provisions,	8,000.00
* Clothing,	1,500.00
* Fuel and Lights,	4,000.00
* Beds and Bedding,	200.00
* Salaries of Officers,	6,500.00
* Board of Officers and Employees,	1,200.00
* Additions and Repairs,	1,500.00
* Instruction,	300.00
* Furniture and Utensils,	400.00
* Miscellaneous,	500.00
* Water Rents,	1,300.00
* Medicine and Medical Attendance,	600.00
Sinking Fund,	6,000.00

Toward Payment of Court House, Note \$50,000.	Forward,	107,800.00
Due August, 1892,		
Total Estimate,		10,000.00
		\$ 117,800.00
Deduct Estimated Receipts,		7,800.00
Amount called for by Tax,		\$ 110,000.00

Leonard Clark,	}	County
Lewis F. Root,		
Harvey D. Pagg		Commissioners.

James R. Wells, appointed Assistant Register of Deeds.

January 21st, 1892. I, James E. Russell of Springfield, Hampden County Massachusetts, Register of Deeds for said Hampden County, do hereby under and by virtue of the authority conferred upon me in Chapter Twenty four (24) of the Public Statutes of the Commonwealth, appoint James R. Wells of said Springfield to be Assistant Register of Deeds for said County of Hampden.

Dated at Springfield the 9th day of January, 1892.

Hampden, ss. Jan. 21, 1892.

The appointment of James R. Wells as Assistant Register of Deeds is approved by the Court.

By Order of Hon. Elisha B. Maynard, Justice.

Robert O. Morris, Clerk.

James R. Wells' Bond approved.

KNOW ALL MEN BY THESE PRESENTS, That I, James R. Wells, as Principal and we, C. O. Russell, and Edward M. Coats, all of Springfield, County of Hampden, State of Massachusetts, are holden and firmly bound and obliged unto the said County of Hampden, Massachusetts, in the sum of Two Thousand Dollars, to be paid to the said County of Hampden, to the payment of which we do bind ourselves, our Heirs, Executors and Administrators, firmly by these presents.

Sealed with our seals and dated this 21st day of January, A. D. 1892.

The CONDITION of this Obligation is such, that Whereas the said James R. Wells has been duly appointed ASSISTANT REGISTER OF DEEDS, for said County of Hampden,- Now, if the said James R. Wells shall faithfully discharge the duties of said office, then the above Obligation shall be void: otherwise, to remain in full force and virtue.

Signed, sealed and delivered in presence of Wm. Butler.

James R. Wells and Seal.

C. O. Russell and Seal.

Edward M. Coats and Seal.

January 22nd, 1892. Said James R. Wells, Assistant Register of Deeds appears and is sworn and gives bond for the faithful discharge of the duties of said office.

Know all Men by These Presents. That We, William C. Marsh of Springfield, Hampden County, Massachusetts, as principal, and A. J. McIntosh Edw. P. Chapin, Lawson Sibley and Edw. S. Brewer, all of Springfield, Hampden County, Mass., as sureties, are holden and firmly bound and obliged unto the County of Hampden aforesaid in the sum of TEN THOUSAND DOLLARS, to be paid to the said County of Hampden, to the payment whereof, We bind ourselves, and our respective heirs, executors and administrators, firmly by these presents. Sealed with our seals and sated at Springfield, the Third day of January, A. D. 1892.

Bonds of William
C. Marsh, County
Treasurer, ap-
proved.

The CONDITION of this Obligation is such, That whereas the said WILLIAM C. MARSH, has been legally chosen Treasurer of the said County of Hampden for the term of three years.

Now, if the said William C. Marsh shall faithfully discharge that trust during the whole term for which he is chosen as aforesaid, and until some other person shall be chosen and qualified in his place, then the said Obligation shall be void, otherwise to remain in full force.

H. G. Camp to W.C.M.	William C. Marsh and Seal.
Edward M. Coats to A.J.M.	A. J. McIntosh and Seal.
Geo. R. Bond to E.P.C.	Edwd. P. Chapin and Seal.
E. J. Bateman	Lawson Sibley and Seal.
J. B. Allen to E. S.B.	Edward S. Brewer and Seal.

Jan. 6th, 1892.

Approved by County Commissioners.

Attest: Robert O. Morris, Clerk.

Know All Men by These Presents, That We, William C. Marsh, of Springfield Hampden County, Massachusetts, as principal, and Henry S. Lee, Julius H. Appleton and Horace Smith, all of Springfield, Hampden County, Mass., as sureties, are holden and firmly bound and obliged unto the County of Hampden aforesaid, in the sum of TEN THOUSAND DOLLARS, to be paid to the said County of Hampden, to the payment whereof We bind ourselves, and our respective heirs, executors and administrators, firmly by these presents. Sealed with our seals and dated at Springfield, the first day of January, A. D. 1892.

The CONDITION of this Obligation is such, That whereas the said WILLIAM C. MARSH has been legally chosen Treasurer of the said County of Hampden, for the term of three years.

Now, if the said William C. Marsh shall faithfully discharge that trust during the whole term for which he is chosen as aforesaid, and until some other person shall be chosen and qualified in his place, then the said Obligation shall be void, otherwise to remain in full force.

H. G. Camp to W. C. M.

William C. Marsh and Seal.

Joseph C. Booth

Henry S. Lee and Seal.

Joseph C. Booth

Julius H. Appleton and Seal.

Joseph C. Booth

Horace Smith and Seal.

Jan. 6th, 1892.

Approved by County Commissioners.

Attest: Robert O. Morris, Clerk.

Know all Men by These Presents, That We, William C. Marsh of Springfield Hampden County, Massachusetts, as principal, and Helen P. Marsh, Elisha Gunn both of Springfield, Hampden County, Mass., as sureties, are holden and firmly bound and obliged unto the County of Hampden aforesaid in the sum of FIVE THOUSAND DOLLARS, to be paid to the said County of Hampden to the payment whereof We bind ourselves, and our respective heirs, executors and administrators, firmly by these presents. Sealed with our seals and dated at Springfield, the first day of January, A. D. 1892.

The CONDITION of this Obligation is such, That whereas the said WILLIAM C. MARSH has been legally chosen Treasurer of the said County of Hampden for the term of three years.

Now, if the said William C. Marsh shall faithfully discharge that trust during the whole term for which he is chosen as aforesaid, and until some other person shall be chosen and qualified in his place, then the said Obligation shall be void, otherwise to remain in full force.

H. G. Camp to W. C.M.

William C. Marsh and Seal.

Anna B. Marsh to H.P.M.

Helen P. Marsh and Seal.

Oliver Marsh,
to E. Gunn.

Elisha Gunn and Seal.

Jan. 6th, 1892.

Approved by County Commissioners.

Attest:

Robert O. Morris, Clerk.

Know all Men by These Presents, That We, William C. Marsh, of Springfield Hampden County, Massachusetts, as principal, and Helen P. Marsh, Daniel J. Marsh and Oliver Marsh all of Springfield, Hampden County, Mass., as sureties, are holden and firmly bound and obliged unto the County of Hampden aforesaid in the sum of TEN THOUSAND DOLLARS, to be paid to the said County of Hampden, to the payment whereof We bind ourselves, and our respective heirs, executors and administrators, firmly by these presents. Sealed with our seals and dated at Springfield, the first day of January, A. D. 1892.

The CONDITION of this Obligation is such, That whereas the said WILLIAM C. MARSH has been legally chosen Treasurer of the said County of Hampden for the term of three years.

Now, if the said William C. Marsh shall faithfully discharge that trust during the whole term for which he is chosen as aforesaid, and until some other person shall be chosen and qualified in his place then the said Obligation shall be void, otherwise to remain in full force.

H. G. Camp to W.C.M.	William C. Marsh and Seal.
Anna B. Marsh to H.P.M.	Helen P. Marsh and Seal.
Henry D. Marsh to D.J.M.	Daniel J. Marsh and Seal.
E. Gunn to O.M.	Oliver Marsh and Seal.

Jan. 6th, 1892.

Approved by County Commissioners.

Attest: Robert O. Morris, Clerk.

Know All Men by These Presents, That We, William C. Marsh of Springfield Hampden County, Massachusetts, as principal, and Helen P. Marsh and Nathan D. Bill, both of Springfield, Hampden County, Mass., as sureties, are holden and firmly bound and obliged unto the County of Hampden aforesaid, in the sum of FIVE THOUSAND DOLLARS, to be paid to the said County of Hampden, to the payment whereof We bind ourselves, and our respective heirs, executors and administrators, firmly by these presents. Sealed with our seals and dated at Springfield, the first day of January, A. D. 1892.

The CONDITION of this Obligation is such, That whereas the said WILLIAM C. MARSH has been legally chosen Treasurer of the said County of Hampden for the term of three years,

Now, if the said William C. Marsh shall faithfully discharge that trust during the whole term for which he is chosen as aforesaid, and until some other person shall be chosen and qualified in his place, then

the said Obligation shall be void, otherwise to remain in full force.

H. G. Camp to W.C.M.

William C. Marsh and Seal.

Anna B. Marsh to H.P.M.

Helen P. Marsh and Seal.

Ruth W. Bill to N.D.B.

Nathan D. Bill and Seal.

Jan. 6th, 1892.

Approved by County Commissioners.

Attest: Robert O. Morris, Clerk.

Bond of James E.
Russell, Register
of Deeds, approved.

KNOW ALL MEN BY THESE PRESENTS, That I, James E. Russell, as principal and we, Robert O. Morris and Charles O. Russell, as Sureties, all of Springfield, Hampden County, Massachusetts, are holden and firmly bound and obliged unto the County of Hampden, Massachusetts, in the sum of Two Thousand Dollars, to be paid to the said County of Hampden, to the payment of which we do bind ourselves, our Heirs, Executors and Administrators, firmly by these presents.

Sealed with our seals and dated this 22nd day of December, A. D. 1891.

The CONDITION of this Obligation is such, that Whereas the said James E. Russell has been legally chosen REGISTER OF DEEDS, for said County of Hampden, for the term of three years, now, if the said James E. Russell shall faithfully discharge the duties of said office during the term for which he is chosen and qualified as aforesaid, and until some other person shall be chosen and qualified in his stead, then the above Obligation shall be void; otherwise to remain in full force and virtue.

Signed, sealed and delivered
in presence of
James R. Wells.

James E. Russell and Seal.

Robert O. Morris and Seal.

Chas. O. Russell and Seal.

Filed in the Clerk' Office, Jan. 6th, 1892.

Approved. Leonard Clark, Chairman, County Commissioners.

Dec. Meeting, 1891.

Commonwealth of Massachusetts.

Hampden, ss. Regular Adjourned Meeting of the County Commissioners.

Feb. 2nd, 1892.

VOTED,

That William C. Marsh, County Treasurer, be authorized to borrow on the credit of the County and in anticipation of the County Tax, a sum of money not exceeding Eighty Thousand Dollars, and to make, execute and deliver note, or notes, to that amount payable during the month of October next, to the order of such Bank, Institution, Corporation, or Individual, as he, the said Marsh shall elect, and to pay interest or discount thereon at a rate not exceeding three and three-eighths per cent per annum.

Leonard Clark
L. F. Root,
Harvey D. Bagg

} County
Commissioners.

County Treasurer
authorized to borrow in anticipation of the County Tax.

Commonwealth of Massachusetts.

No. 8.

Hampden, ss. County Commissioners' Meeting, Feb. 15th, 1892.

VOTED,

That William C. Marsh, County Treasurer, be authorized to borrow on the credit of the County, and on account of the construction of the bridge over the Connecticut River, between Holyoke and Chicopee, called "The Willimansett Bridge," the sum of Ten Thousand Dollars, and to execute and deliver a note to that amount payable on demand to the order of the Springfield Institution for Savings, and to pay interest or discount thereon at a rate not exceeding four per cent per annum.

Leonard Clark,
L. F. Root
Harvey D. Bagg

} County
Commissioners.

County Treasurer
authorized to borrow on account of
"Willimansett
———Bridge."

Commonwealth of Massachusetts.

No. 9.

Hampden, ss. County Commissioners' Meeting, Mar. 2nd, 1892.

VOTED,

That William C. Marsh, County Treasurer, be authorized to borrow on the credit of the County and on account of the construction of the bridge over the Connecticut River, between Holyoke and Chicopee, called "The Willimansett Bridge," the sum of Five Thousand Dollars, and to execute and deliver a note to that amount payable on demand to the

County Treasurer
authorized to borrow on account
of "Willimansett
———Bridge."

order of the Springfield Institution for Savings, and to pay interest or discount thereon at a rate not exceeding four per cent per annum.

Leonard Clark	}	County
Lewis F. Root		
Harvey D. Bagg		Commissioners.

Contract for wiring Court House for Electric Lights awarded Fitzpatrick Electric Company

Springfield, Mass. Feby. 29, 1892.

Robert O. Morris, Clerk, City.

Dear Sir:-

We will wire the Court House, Springfield, for Electric Lights according to specifications furnished, for \$270.00

Yours Truly,

Fitzpatrick Elec. Co.

Changes- Court Room. 3 Additional Lights	18.00
Equity Court Room- 2 additional	7.00
Probate Court- changing location-	
Additional flexible Cord wire	2.50
" Moulding etc.,	2.50
Additional Switches- halls, each chandelier (?) 1	
switch each- seven chandeliers, upper and lower	
@ \$2.00	14.00
	<u>\$44.00</u>

Mar. 14-92.

Court House Wiring.

H. S. Anderson,

U. E. St. Co.

— Agreement. —

This agreement made this 2nd day of March, 1892, between FITZPATRICK ELECTRIC COMPANY, of Springfield, of the first part and the Commissioners of the County of Hampden of the second part Witnesseth: That the said party of the first part for a consideration hereinafter mentioned, agrees to wire the Court House, Springfield, for incandescent electric lighting, and to furnish all the materials and perform all the work necessary to complete the same, agreeably to the Specification hereto annexed and to complete the same, agreeably to the Specification hereto annexed and to complete said work, finished in every respect to the satisfaction of the said party of the second part on or before April the 10th, 1892. In consideration whereof the party of the second part agrees to pay the said party of the first part the sum of three hundred

and ten dollars (\$310.) which sum shall be in full of all its demands and claims, against the party of the second part. And it is further agreed that the said party of the second part may modify the before mentioned Specification, in any particular, without impairing its validity or the validity of this contract in other respects- provided- that the sum to be allowed to either party for such alterations, shall have been agreed upon by the parties hereto, and a full statement of the same made in writing, and signed by them, before the work to be affected by the change is commenced.

In Witness Whereof, we have hereunto set our hands and seals, on the day of the year first above written.

Fitzpatrick Electric Co. and Seal.

Lewis F. Root, and Seal.

Leonard Clark and Seal.

Harvey D. Bagg and Seal.

Specifications for the wiring for incandescent lighting the Hampden County Court House, Springfield, Mass. Specifications.

System.

The wiring of the building shall be in accordance with the system used by the United Electric Light Co. of fifty volts, alternating current and wiring sufficient for the lamps given in the list herewith attached.

All the work must be done in strict compliance with these specifications. Connection with the Electric Light service will be made in the southwest corner of cellar.

Wiring.

Contractor to connect all brackets and standards to the wiring.

The character of the wiring will be moulded and where not moulding, is to be supported on insulators, throughout and installed in the most thorough and workmanlike manner.

Everything necessary to complete (excepting lamps and shades and brackets) the wiring ready for turning on current to be furnished by the contractor.

The lamps to be located on existing chandeliers and brackets, the number of lamps and switches on each is set forth in the list herewith, which list also gives the location of brackets to be wired for not existing. All moulding used must be at least three-eighths inch in thickness of backing and consist of backing and capping which must have two coats of shellac applied before being put up.

These mouldings must be so made as to correspond with the surrounding

woodwork. All wires run on walls, partitions, ceilings which are sheathed or plastered must be enclosed in such mouldings and upon completion of the work these must be painted or finished to correspond with the surroundings.

All wires run in cellars shall be supported throughout on porcelain insulators, and where possible at least eight inches apart.

Where wires are carried through floors, joints, woodwork, partitions, of any kind the holes must be bushed with glass or porcelain.

A wire having a non-inflammable waterproof insulation may be used throughout. "Underwriter" wire of the best quality may be used in perfectly dry places. Wiring for all the chandeliers and brackets must be done from the cellar and all cut-outs shall be placed there.

There shall not exceed 3 1-2 percent loss of pressure from point of supply to the lamp socket.

Cut-outs, Switches, Sockets.

All cut-outs, switches and sockets shall be constructed of best porcelain and be of such size as to take the wire without reducing the size of same.

Fuse cutouts must be provided with porcelain or mica covers and upon completion of wiring must be fused with fuses of proper size these to have terminals of copper.

There shall not exceed six lamps dependent upon one cutout.

Switches carrying ten or more lamps must be double pole.

All switches are to be located by the occupants of the rooms in which such switches are used.

Sockets where placed upon existing gas fixtures must have a rubber bushing in every case.

Insulating Joints.

Where lamps are placed on existing gas brackets and chandeliers there shall be an insulating joint placed at the junction of such bracket or chandelier and the pipe outlet.

Wiring of Fixtures.

Where lamps are located on gas fixtures these fixtures may be wired on the outside with the best flexible cord conductor, all the wires to be fastened securely to the fixture so as not to allow of it sagging away from it.

Notes.

Saturated paper tubing for pushing holes in going through floors will not be accepted only glass, porcelain, or the best hard runner tubing

will be allowed in this wiring. Running flexible cord to brackets or chandeliers across ceilings or on walls or partition or woodwork will not be allowed.

Changes.

It is understood that at any time it may be found necessary to make any changes in the location of lights or switches, wires etc. or number of lamps on an outlet it may be done without extra charge if notice is given before the work is commenced on that part of the wiring, and if changes are made after the work has been partly installed charges must be made for the cost of extra material and labor in making such changes the cost of same to be agreed upon before such change is made.

Guarantee.

Before turning current on the wiring the contractor is to make test of the instalation, in the presence of _____ and any expert whom the County Commissioners may select and guarantee that a magnet capable of ringing through a resistance of 20,000 ohms will not show any indication of ringing.

Lower Floor.

Registry of Probate.

One (1) chandelier of six (6) lights with switch- existing.

Two (2) one (1) light standards, for desks, existing.

One 25 cp lamp in each corner of main room,

One 25cp lamp in lobby- making four lamps from ceiling- these to be pendants.

Registry of Deeds.

One (1) six (6) light chandelier with switch- existing

Five (5) one (1) light standards for desk- existing.

six (6) one (1) light brackets for bookcases- not existing.

Two (2) two (2) light brackets for side- existing.

Sheriff's (Lombard's) Room.

Two (2) one (1) light, side brackets- not existing.

County Treasurer.

Two (2) one (1) light, side brackets, existing.

One (1) one (1) light bracket over counter- not existing.

Clerk's office.

One (1) four (4) light chandelier with switch- existing.

Three (3) one (1) light desk standards- existing.

Private Office- one (1) one (1) light bracket- existing.

Lower Floor continued.

Probate Court Room.

One (1) six (6) light chandelier with switch- existing.

Three (3) one (1) light desk standards- existing.

One (1) one (1) light bracket- not existing.

Hall.

Two (2) one (1) light chandelier- existing.

Two (2) two (2) light chandelier- existing.

Upper Floor.

Equity Room.

One (1) six (6) light chandelier with switch- existing.

One (1) two (2) light desk standard- existing.

Law Library.

One (1) six (6) light chandelier with switch- existing.

Four (4) one (1) light swinging side brackets for cases not existing.

Court Room.

Two (2) twelve (12) light chandeliers with switch existing.

Two (2) two (2) light brackets over Jury Box- existing.

One (1) one (1) light standard- existing.

Halls.

Back- one (1) two (2) light chandeliers- existing.

Front- two (2) two (2) light chandeliers- existing.

County Treasurer
authorized to bor-
row.

"Willimansett

Bridge."

Commonwealth of Massachusetts.

No. 10.

Hampden, ss. County Commissioners' Meeting, Apr. 5th, 1892.

VOTED,

That William C. Marsh, County Treasurer, be authorized to borrow on the credit of the County, and on account of the construction of the bridge over the Connecticut River, between Holyoke and Chicope, called "The Willimansett Bridge," the sum of Seven Thousand Five Hundred Dollars, and to execute and deliver a note to that amount payable on demand to the order of the Springfield Institution for Savings, and to pay interest or discount thereon at a rate not exceeding four per cent per annum.

Leonard Clark
L. F. Root
Harvey D. Bagg

} County
} Commissioners.

Commonwealth of Massachusetts.

Superior Court.

Hampden, ss.

No. 319.

Directors of the BOSTON and ALBANY RAILROAD COMPANY, Petitioners in
the matter of CROSSING in MONSON and WILBRAHAM.

Decree of the Court in regard to Moran' or Welch's Crossing.

In this case the decision of Augustus W. Locke, E. A. Ellsworth and J. Joseph S. Ludiam, Commissioners, in regard to the crossing known as Moran's or Welch's crossing, in the Town of Monson, in said County, having been heretofore duly returned and filed in this Court, and the same having been considered, and a certificate of the Railroad Commissioners having heretofore been filed in this case, certifying that in their judgment the expenditure on the part of the Commonwealth for the current year under said certificate and previous certificates issued under Section 11 of Chapter 428 of the Acts of 1890, will not exceed the amount provided for in said Acts, it is hereby ordered, adjudged and decreed that said decision be, and the same hereby is confirmed, and the findings thereof adopted, and the said crossing is discontinued.

Justin Dewey,

Jus. of Sup. Ct.

A True Copy.

(L.S.) Attest: Robert O. Morris,

Clerk of the Superior Court.

Decree as to Moran's or Welch's Crossing.

The County Commissioners having apportioned the moneys received under the provisions of the Statutes relative to dogs, not otherwise expended, order that the same, amounting to the sum of eight thousand six hundred and eighty-six dollars and twenty-six cents be paid to the treasurers of the several cities and towns of the County, in the proportions following, viz:

To the Treasurer of Agawam,	185.75
" " " Blandford,	103.86
" " " Brimfield,	109.86
" " " Chester,	122.84
" " " Chicopee,	825.94
" " " Granville,	148.58
" " " Hampden,	134.82
" " " Holland,	29.94
" " " Holyoke,	1,361.33

Dog Money refunded.

To the Treasurer of Longmeadow ,	234.70
" " " " Ludlow,	167.78
" " " " Monson,	364.84
" " " " Montgomery,	54.43
" " " " Palmer,	460.42
" " " " Russell,	97.36
" " " " Southwick,	112.35
" " " " Springfield,	2,698.38
" " " " Tolland,	60.42
" " " " Wales,	84.88
" " " " Westfield,	773.97
" " " " West Springfield,	415.48
" " " " Wilbraham,	128.33
	<u>\$ 8,686.26</u>

Allowance for dam- The sum of three hundred and five dollars and five cents, is allowed
ages done to Sheep. for damages and other expenses incurred under the Statutes relative to
dogs, and the same is ordered to be paid out of the moneys received by
the County Treasurer under the provisions of said Statutes.

Hampden, ss. April 5th, 1892.

Judgment is entered up according to reports &c., and all matters
not acted upon are ordered to be continued and this meeting is adjourned
without day.

Attest:

Robert O. Morris Clerk.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for the County of Hampden, on the second Tuesday of April, being the twelfth day of said month, and by adjournment on the nineteenth and twenty-fifth days of said month, the third, eleventh, and twenty-sixth days of May, and on the seventh day of June, in the year of our Lord one thousand eight hundred and ninety-two.

Present, Leonard Clark, Esq., Chairman,	} County
Lewis F. Root, Esq.,	
Harvey D. Bagg, Esq.	
	} Commissioners.

To the Honorable the Board of County Commissioners of the County of Hampden:

Respectfully represent the undersigned citizens and legal voters in Southwick and Granville and vicinity in said County, that the public convenience and necessity require the laying out of a new highway in the towns of Southwick and Granville aforesaid, to wit: from a point in Loomis Street, so-called, in said Southwick about one-fourth of a mile southerly of the dwelling of De Witt Lambson thence running in a westerly direction in the general course of an old highway now discontinued, to a point in said Granville near the dwelling of E. D. Dickinson, between the same and the bridge. Also, from a point in said Granville at Tramball Corners so-called, on the Hartland road- thence running in a Northwesterly direction following the general course of the brook to the road running from said Granville to Tolland in said County near the dwelling of Henry Hodges.

Wherefore your petitioners pray that upon due proceedings had, you will proceed to lay out said highways and to do whatever shall be necessary and proper in the premises.

Dated this 30th day of June, 1891.

John O. Roberts, and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners held on the Fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-one, and was continued from meeting to meeting to this meeting, and due proceedings having been had thereon, the County Commissioners now file the following Location Report, to wit:

John O. Roberts et
als. Petrs. for new
highway in Southwick
& Granville

16.

For Plan, See Book
of Plans, Page 121-
132

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, Apr. 25th, 1892.

On the Petition of John O. Roberts and others, praying for highways to be laid out in Granville and Southwick,

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the seventh day of October, A. D. 1891, and by adjournment from time to time, view said highways and hear all parties interested, and did adjudge that common convenience and necessity required that said first mentioned highway in said petition should be located. And after adjudicating as aforesaid, said Commissioners appointed the fourteenth day of April, 1892, as the time when they would proceed to locate said highway, and gave due notice as the law directs. And now said Commissioners locate said highway in the manner following:

DESCRIPTION OF RELOCATION OF HIGHWAY FROM NEAR E. B. DICKINSON'S HOUSE IN GRANVILLE THROUGH THE NOTCH TO THE WESTFIELD ROAD, IN SOUTHWICK.

Commencing at a stone on the north side of the highway leading to Granville, at the corner which marks the Division between E. B. & L. B. Dickinson. Thence N. 20° 22' E. on said Division line 26.77 feet to a stone, thence N. 75° 52' E. 397.36 feet to a stone near L. B. Dickinson's barn. The highway on this last course is 50 feet wide northerly of the described line and the opposite side produced backward to a stone which marks its intersection with the Granville road (Returning to the stone near L. B. Dickinson's barn.) Thence N. 51° 11' E. 359.87 feet to a stone. Thence N. 16° 32' E. 459.87 feet to a stone. The highway is 50 feet wide northerly of the last two courses. Thence 45° 07' E. 1309.11 feet to a stone. The highway is northerly of this last course and 50 feet wide at the beginning and 66 feet wide at the end. Thence N. 15° 22' E. 406.50 feet to a stone. Thence N. 47° 26' E. 194.57 feet to a stone. Thence N. 59° 30' E. 285.78 feet to a stone. Thence N. 38° 24' E. 541.20 feet to a stone. Thence N. 11° 44' W. 216.54 feet to a stone. For the last five courses the highway is northwesterly of the described line and 66 feet wide. Thence N. 4° 45' E. 854.02 feet to a stone. The highway is westerly of the last described line and 66 feet wide at the beginning and 80 feet wide at the end. Thence N. 18° 47' E. 417.97 feet to a stone on L. B. Dickinson's land: Thence N. 34° 17' E. 467.10 feet to a stone on Lambson & Gillette's land. Thence N.

44° 11' E. 154.15 feet to a stone. Thence N. 77° 47' E. 606.30 feet to a stone on Harvey Goddard's land. Thence S. 65° 31' E. 639.89 feet to a stone on Lambson & Gillette's land. Thence S. 35° 58' E. 287.43 feet to a stone. Thence S. 10° 24' W. 377.51 feet to a stone. Thence S. 9° 24' E. 278.84 feet to a stone. Thence S. 38° 32' E. 213.37 feet to a stone across the town line. Thence S. 60° 16' E. 145.51 feet to a stone. Thence S. 41° 03' E. 600.73 feet to a stone near the line between M. D. & F. D. Lambson's. Thence S. 26° 04' E. 600.86 feet to a stone on the side of hill on F. D. Lambson's Pasture. The road in the last thirteen courses is laid northerly of the above described line, and 80 feet wide. Thence S. 79° 30' E. 937.83 feet to a drill hole in the well curb at the old Bradley Place. Thence S. 74° 28' E. 703.42 feet to a stone marked "H." Thence S. 71° 23' E. 838.06 feet to a stone marked "H." near the Westfield road. The road on the last three courses is 50 feet wide and northerly of the described line. The opposite side of the last course is produced straight to the intersection with the westerly side of the Westfield road. (Returning to the last stone mentioned.) Thence S. 33° 59' E. 169.65 feet to a stone in the intersection with the Westfield road. The centre line of the road was run and stakes put in at every fifty feet and at the angle points. The angles bi-sected on the center, making the distance to the side angles sufficient to make one-half of the width of road at right angles, the bearing and lengths of side lines figured. For further reference see plans filed in the County Clerk's office.

Grade to Sta.	0	710.25	descending	3.8666
" " "	2	702.50	Level	3.5905
" " "	4	702.50	descending	2.5905
" " "	9	688.25	"	3.866
" " "	16+80	660.00	Level	
" " "	22	660.00	descending	1.25
" " "	26	655.00	Level	
" " "	33+75	655.00	Descending	2.00
" " "	39+25	644.00	Level	
" " "	43	644.00	descending	1.125
" " "	47	639.50	descending	2.9305
" " "	83	534.00	descending	2.8666
" " "	128	360.00	descending	1.000
" " "	131	357.00	descending	1.400

Grade to Sta.	136	350.00	descending	1.000
" " "	140	346.00		

SPECIFICATION FOR BUILDING THE GRANVILLE AND
SOUTHWICK HIGHWAY.

All work shall be done in a workmanlike and substantial manner and subject to the approval and acceptance of the County Commissioners.

Alignment of Grades. The road shall be built strictly according to the plans and grades as located and accepted by the County Commissioners.

Clearing. Land owners shall have till May 16th, 1892, to take off the timber. All trees and brush shall be cleared to a distance of fifteen feet from the center line, and the down hill side and all to the monumented line of the uphill side of the road, by Nov. 1st, 1892, all trees to be cut close to the ground.

Grubbing. All stumps in the road bed shall be grubbed where the embankment does not exceed one foot in height.

No stumps, logs or brush allowed in embankment. In no case shall logs, stumps or brush be allowed in or under an embankment.

Rock on outside slope of Embankment. Care shall be taken to have all rock on the outside slope of embankment in order to support and give stability to the bank.

Road-bed. The road-bed shall be twenty-four feet wide throughout the whole length of the line, including ditches, where necessary. The upper hill side of the road bed shall be six inches lower than the center or grade line, and the other or ravine side shall be six inches higher than the center, except the first 45 stations on the Granville end and from the mountain to the Westfield road in Southwick, which shall be crowned in the center. Proper bridges, culverts and sluices shall be made at such points as are herein specified, and at such other points as may be deemed necessary by the County Commissioners. As far as practical, sluices shall be made in thorough cuts.

Slopes in cuts. The slopes in cuts shall be such as shall cause no danger of slides and shall be determined by the kind of material.

Bridges and Culverts. A bridge 20 feet wide shall be constructed across Dickinson's creek at station 17+ according to the plans. The masonry of the abutments shall be of broken range work laid in cement. A Bridge or Culvert shall be constructed at Station 38 about with an opening of not less than twelve feet area. Bridge at Station 75+ twenty-

ty feet wide and stone abutments length of span twelve feet. Stringers laid on on timber laid parallel to and on top of stone work and planked with four inch plank, railing on sides. Also bridge of the same description at Station 15 over Dickinson's flume, (culvert at Station 21 about 3' X 3' opening lain in dry masonry. Also Box Culvert at Station 21 and 23, each 3' X 2' openings, and at such other points as may be thought necessary by County Commissioners.

Railing. On high banks and steep slopes a railing shall be put up to insure safety, it shall consist of posts not less than seven feet long set not less than three feet in the ground and four feet out. Posts set ten feet apart on a line parallel to, and ten feet from the center line, poles being spiked on top of posts and also on the side, two feet from ground.

Hardening. The travelled part of the road-bed shall be hardened nine inches deep with suitable material.

The whole work shall be done strictly according to the above specifications and subject to the approval of the County Commissioners. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows to wit:

To E. B. Dickinson of Granville Corners,	\$ 100.00
" L. B. Dickinson " " "	100.00
" M. B. Lambson of Southwick,	75.00
	<hr/>
	\$ 275.00

to be paid to them out of the County Treasury, when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway.

Leonard Clark	}	County
L. F. Root,		
Harvey D. Bagg		Commissioners.

Hampden, ss. County Commissioners' Meeting, Apr. 25th, 1892.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Robert O. Morris, Clerk.

See record as amended, page 70.

County Tax.

In conformity with a resolve of the General Court, passed at their present session granting a Tax of One Hundred and Ten Thousand Dollars, (\$110,000.00) for the County of Hampden, the same is apportioned upon the several cities and town in said County, in manner following,

Agawam,	\$1,344.00
Blandford,	432.00
Brimfield,	480.00
Chester,	624.00
Chicopee,	7,295.00
Granville,	408.00
Hampden,	432.00
Holland,	96.00
Holyoke,	24,380.00
Longmeadow,	1,392.00
Ludlow,	936.00
Monson,	2,183.00
Montgomery,	144.00
Palmer,	2,831.00
Russell,	528.00
Southwick,	576.00
Springfield,	53,033.00
Tolland,	168.00
Wales,	312.00
Westfield,	7,799.00
West Springfield,	3,743.00
Wilbraham,	<u>864.00</u>

\$ 110,000.00

And warrants have been issued dated April 12th, 1892, directed to the Selectmen or Assessors of the several towns and cities in said county, directing them to assess the same upon the inhabitants of their respective towns and cities, and requiring their Collectors or Constables to collect the same, and to cause the amount so collected to be paid into the County Treasury.

Decision of Commis- Directors of the Boston and Albany Railroad Company, Petitioners for
sion appointed in alterations in the Grade Crossings known as Hastings Crossing, Welch's
Silver Street Cross- or Moran's Crossing and Silver Street Crossing in the Town of Monson,
ing- confirmed.

and Butler's Crossing in the Town of Wilbraham. Commonwealth of Massachusetts. Hampden, ss. No. 318. In Equity. Superior Court. December 22, 1891.

For Plan, - See
Book of Plans, 1
Page 133.

FINDING OF COMMISSION. (In Part.)

WHEREAS, in the above matter at the Superior Court, holden for said County, on the 12th day of July, 1890, we, Augustus W. Locke, Emory A. Ellsworth, and Joseph S. Ludlam, were appointed a commission under the provisions of Chapter 428 of the Acts of 1890, to act upon said petition and WHEREAS, the said petition was afterwards amended so as to include the discontinuation of Welch's or Moran's Crossing without building a new way in substitution therefor, and

WHEREAS, due notice of public hearings before us on the subject matter of said petition was given as appears by our order and the return of service thereof, now on file in the records of the Superior Court. And such hearings were held at the District Court Room, in Palmer, in said County, on the 26th day of September, 1890, and on the 25th of July, 1891. Henry A. Wyman, Esq., Second Assistant Attorney General, and Charles N. Harris, Esq., Second Assistant Attorney General, appeared for the Commonwealth, Samuel Hoar, Esq., appeared for the petitioners, E. H. Lathrop, Esq., for the Town of Monson, and E. B. Maynard Esq., for the Town of Wilbraham, and a view of the said crossings was taken by us together with the parties appearing in the case, and

WHEREAS, we, the said Commissioners, did on the 27th of October, 1890, render to the Superior Court a finding, in part covering that portion of the petition which relates to the Hastings' Crossing.

NOW, having duly considered all the evidence and arguments submitted to us in this matter, we decide as follows:

FIRST, we decide that it is necessary for the security and convenience of the public that the crossing at grade known as Welch's or Moran's crossing, in Monson, should be discontinued without building a new way in substitution therefor.

SECOND, We decide that the highway at said Welch's or Moran's Crossing shall be discontinued so much of it as lies within the location of the Boston and Albany Railroad.

THIRD. We decide that alterations in the crossings at grade known as Silver Street Crossing, in Monson, are necessary for the security and convenience of the public.

FOURTH. We hereby prescribe the manner and limits within which

said alterations at said Silver Street Crossing shall be made as follows:

Manner.

An alteration shall be made in the said Silver Street Crossing in the approaches thereto and in the location and grade of the public way leading to said crossing so that said public way may pass under the said railroad at a point in the town of Wilbraham four hundred and forty (440) feet west of the present location of said crossing. And a suitable iron bridge shall be built within the location of the said railroad and also within the highway as hereinafter located; said bridge shall be for the purpose of carrying the railroad over the highway; it shall be supported on suitable abutments of stone, which shall be of sufficient capacity to sustain the bridge and the adjacent railroad embankments. The said abutments shall be of sufficient length to receive a four track bridge, but the ironwork shall only be sufficient for two tracks. The bridge shall have a clear span of twenty-six (26) feet, and there shall be thirteen (13) feet of headroom between the surface of the highway and the lowest part of the bridge. The grade of the highway shall descend beginning at a point in the centre of the present highway to Monson about sixty (60) feet southwesterly from a stone bound standing in a line between Wilbraham and Monson on the south side of the railroad, thence descending at the rate of five and one-half ($5 \frac{1}{2}$) per cent in a northwesterly direction three hundred and forty-five (345) feet, thence descending at the rate of one and one-quarter ($1 \frac{1}{4}$) per cent in a northerly direction one hundred and ninety (190) feet, thence level, at a depth of sixteen and one-half ($16 \frac{1}{2}$) feet below the grade of the present railroad track, forty-eight (48) feet, thence rising at the rate of six and forty-seven one-hundredths ($6 \frac{47}{100}$) per cent in an easterly direction two hundred and eighteen (218) feet, thence rising at the rate of seven (7) per cent in a northerly direction two hundred and ninety-five (295) feet to the present surface of the highway. The highway herein ordered shall have a graded driveway twenty (20) feet in width. The surface of the highway shall be covered with good gravel to a depth of ten (10) inches. There shall be a suitable fence each side, and ditches not less than a foot deep wherever the driveway is in a cutting. Adjoining the western abutment, a channel shall be provided for the brook which now runs under the present bridge. This channel shall be six (6) feet wide, and its bed two (2) feet below the surface of the road, and suitably paved. There shall be a suitable

wall between the road and the said brook. The wall shall be as high as the surface of the road, and shall extend the whole length of the abutment and twenty-five (25) feet northerly from the same, and on the top of it there shall be a suitable railing to separate the road from the brook. South of the railroad, where the highway herein ordered crosses the brook one hundred and thirty-five (135) feet from the railroad location, a suitable culvert shall be built. On the completion of the work herein ordered at and near the said Silver Street Crossing, the said Crossing and so much of its approaches as lie within the town of Monson shall be discontinued.

Limits.

The alterations herein ordered at and near the said Silver Street Crossing shall be made partly within the highway as heretofore laid out and partly within the limits of the following described parcels of land, which are hereby taken for highway purposes. Said parcels of land are necessary for the execution of said alterations, and are bounded and described as follows: (A.) Land taken supposed to belong to Walter Green Beginning at a stake in the fence supposed to be in the northwestern boundary of the highway, said stake being ninety (90) feet distant southwesterly from a stone bound in the highway and in the division line between Wilbraham and Monson on the southerly side of the railroad; thence north fifty-four degrees and ten minutes (54 10') west eighty (80) feet to a stake; thence north forty-seven degrees and nineteen minutes (47 19') west one hundred and sixty-one one-hundredths (100 61/100) feet to a stake; thence north fifty-four degrees and ten minutes (54 10') west one hundred and sixty-six and thirty eight one-hundredths (166 38/100) feet to a stake; thence north twelve degrees and fifty minutes (12 50') east to the railroad location; thence easterly along the railroad location forty-nine and one-half (49 1/2) feet to a stake; thence south twelve degrees and fifty minutes (12 50') west one hundred and fifty-two and thirty-seven one-hundredths (152 37/100) feet to a stake; thence south fifty-four degrees and ten minutes (54 10') east one hundred and thirty-three and sixty-two one-hundredths (133 62/100) feet to a stake; thence south sixty-three degrees and sixteen minutes (63 16') east fifty and fifty-eight one-hundredths (50 58/100) feet to a stake; thence south forty-five degrees and four minutes (45° 4') east fifty and fifty-eight hundredths (50 58/100) feet to a stake; thence south fifty-four degrees and ten minutes (54 10') east about ninety-four (94) feet to the highway thence southwesterly along said highway to the place of beginning, and

containing twenty-seven thousand (27,000) square feet more or less.

(B.) Land taken supposed to belong to the Boston and Albany Railroad Company. Beginning at the northwest corner of the land above described, thence north twelve degrees and fifty minutes (12 50') east eighty-two and one-half (82 1/2) feet to the northerly line of location of the Boston and Albany Railroad; thence easterly along said northerly line of location forty-nine and one-half (49 1/2) feet to a stake; thence south twelve degrees and fifty minutes (12 50') west to the southerly line of said location; thence westerly along said southerly line of location to the place of beginning, and containing four thousand (4,000) square feet more or less. (C.) Land taken supposed to belong to Walter Green.

Beginning at the northwest corner of the land last above described thence north twelve degrees and fifty minutes (12 50') east forty-three and fifty-seven one-hundredths (43 57/100) feet to a stake; thence south eighty-three degrees and fifty-five minutes (83 55') east two hundred and three and fifty-seven one-hundredths (203 57/100) feet to a stake; thence north forty-one degrees and thirty-five minutes (41 35') east fifty-four and ninety-seven one-hundredths (54 97/100) feet to a stake; thence north twelve degrees and thirty-one minutes (12 31') west to the highway as heretofore laid out; thence southerly along the western boundary of the highway as heretofore laid out to a stone bound at the intersection of the said western boundary with the division line between Wilbraham and Monson on the north side of the railroad; thence south forty-one degrees and thirty-five minutes (41 35') west one hundred and twenty-one and sixty one-hundredths (121 60/100) feet to a stake; thence north eighty-three degrees and fifty-five minutes (83 55') west one hundred and eighty-five and forty-three one-hundredths (185 43/100) feet to the location of said railroad; thence westerly along the location of said railroad to the place of beginning, and containing nineteen thousand (19,000) square feet more or less. (D.) Land taken supposed to belong to Eliza Hunt. Beginning at a stake in the division line between Wilbraham and Monson, said stake being distant fifty-five feet in a direction north three (3) degrees east from the stone bound last above described; thence north twenty-five degrees and fifteen minutes (25 15') west one hundred and twenty-five (125) feet to a stake; thence north twelve degrees and thirty-one minutes (12 31') west to the highway as heretofore laid out; thence southerly along the eastern boundary of said highway to the division line between Wilbraham and Monson; thence

northerly along said division line to the place of beginning, and containing forty-five hundred (4500) square feet more or less.

Plan filed.

The work herein ordered is to be done and the land is to be taken in accordance with the plan filed with this our finding, entitled:
 "Plan and Profile to accompany finding of commission showing alterations ordered in the grade crossing known as Silver Street Crossing, on the Boston and Albany Railroad, in the Town of Monson."

FIFTH. With reference to Butler's Crossing, we report that we are unable to agree upon a finding.

SIXTH. We decide that the Commonwealth shall pay twenty-five per cent of the whole cost of the alterations herein ordered on account of Silver Street Crossing, and the same per cent of the whole expense of discontinuing the crossing known as Welch's or Moran's Crossing, including in both cases the cost of the hearing and the compensation of the Commissioners and Auditors for their services and their expenses, and all damages including those mentioned in Section 5 of Chapter 428 of the Acts of 1890, and as amended in Chapter 123 of the Acts of 1891, and the Town of Monson ten per cent thereof. The charges of the Commissioners for services and expenses on account of Welch's and Silver Street Crossings amount to \$450.00. And we decide that the Commonwealth shall pay twenty-five per cent of the cost of the hearing with reference to Butler's Crossing, including the compensation of the commissioners and auditors for their services and their expenses, and the Town of Wilbraham, ten per cent thereof. The charges of the commissioners for services and expenses on account of Butler's Crossing amount to \$150.00

A. W. Locke,
 Emory A. Ellsworth,
 Joseph S. Ludlam, } Commissioners.

Supplemental Finding of Commission.

This matter having been recommitted to the Commissioners by order of the Court, with instructions to determine which party should do the work required by the decision of the Commission in the alteration of Silver Street crossing, or to apportion the said work between the Town and the Railroad Company, we now decide that the Railroad Company shall do and perform all the work required by said decision.

A. W. Locke,
 E. A. Ellsworth,
 Joseph S. Ludlam, } Commission.

April 13, 1892.

Decree of the Court in regard to Silver Street Crossing.

In this case the decision of Augustus W. Locke, E. A. Ellsworth and Joseph S. Ludlam, Commissioners, in regard to Silver Street Crossing in the Town of Monson, in said County, together with a supplemental finding as to who should do the work required by said decision, having been heretofore duly returned and filed in this Court, and the same having been considered, and a certificate of the Railroad Commissioners having heretofore been filed in this Court, certifying that in their judgment the expenditure on the part of the Commonwealth for the current year under said certificate and previous certificates issued under Section 11 of Chapter 428 of the Acts of 1890, will not exceed the amount provided for in said Acts, it is hereby ordered, adjudged and decreed that said decision be, and the same hereby is confirmed, and the findings thereof adopted.

Justin Dewey,

Jus. of Sup. Ct.

Filed April 23rd, 1892.

True Copies.

Attest: Robert O. Morris, Clerk.

County Treasurer
authorized to borrow.

Commonwealth of Massachusetts.

Hampden, ss.

No. 11.

County Commissioners' Meeting, Apr. 25th, 1892.

VOTED,

That WILLIAM C. MARSH, County Treasurer, be authorized to borrow on the credit of the County, and on account of the construction of the bridge over the Connecticut River, between Holyoke and Chicopee, called "The Willimansett Bridge," the sum of Twelve Thousand Dollars, and to execute and deliver a note to that amount payable on demand to the order of the Springfield Institution for Savings, and to pay interest thereon at a rate not exceeding four per cent per annum.

Leopold Clark
L. F. Root
Harvey D. Bagg

} County
} Commissioners.

County Treasurer
authorized to borrow.

Commonwealth of Massachusetts. Hampden, ss.

No. 12.

County Commissioners' Meeting, June 7th, 1892.

VOTED,

That WILLIAM C. MARSH, County Treasurer, be authorized to borrow on the credit of the County, and on account of the construction of

the bridge over the Connecticut River, between Holyoke and Chicopee, called "The Willimansett Bridge," the sum of Five Thousand Dollars, and to execute and deliver a note to that amount payable on demand to the order of the Springfield Institution for Savings, and to pay interest or discount thereon at a rate not exceeding four per cent per annum.

Leonard Clark	}	County
L. F. Root,		
Harvey D. Bagg		Commissioners.

Hampden, ss. June 7th, 1892.

Judgment is entered up according to reports &c., and all matters not acted upon are ordered to be continued, and this meeting is adjourned without day.

Attest:

Robert O. Morris Clerk.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners, begun and holden at Springfield, within and for the County of Hampden, on the Fourth Tuesday of June, being the twenty-eighth day of June, and by adjournment on the fifth and eighteenth days of July, on the second and tenth days of August, and on the sixth and tenth days of September, in the year of our Lord one thousand eight hundred and ninety-two.

Present, Leonard Clark, Esq., Chairman,	} County
Lewis F. Root, Esq.,	
Harvey D. Bagg, Esq.	

Directors of Boston

Commonwealth of Massachusetts.

and Albany Railroad To the Honorable, the County Commissioners for the County of Hampden.
Co., Petrs. for al- Petition of the Directors of the Boston and Albany Railroad Company.
teration of Bridge Your petitioners respectfully show that they are of the opinion

on St. James Avenue that it is necessary for the security and convenience of the public
18. that an alteration should be made in the bridge by which the public way
See Book of Plans, known as St. James Avenue, in Springfield, in said County, crosses the
Page 168. railroad of said Company, so that said bridge shall have sufficient span
to allow the construction of two additional tracks on the northerly
side of the existing tracks of said railroad.

WHEREFORE they pray that the alterations in said bridge and the approaches thereto, necessary for the accomplishment of the above named purpose, may be ordered, and the manner and limits within which they shall be made may be prescribed by your Honorable Board after due proceedings had in the premises.

Directors of the Boston and Albany Railroad Company,

by E. D. Hayden, VICE PRESIDENT.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the second Tuesday of April, in the year of our Lord one thousand eight hundred and ninety-two, when the County Commissioners deeming a view of the premises expedient and proper, give notice that they will meet for the purpose of said view, and hearing all parties interested, at the Court House in Springfield, on Thursday, the 26th day of May then next at ten o'clock A. M.; and it is ordered by the County Commissioners that a copy of said petition be served by the Sheriff of said County, or his Deputy, upon the Clerk of the City of Springfield, in said County, thirty days at

least before the said 26th day of May, and that all other persons and corporations interested therein be notified, by publishing a copy of said petition and this order thereon, once a week, in the Springfield Daily Republican, a public newspaper printed in said county, three weeks successively, the last publication to be fourteen days at least before the time of said view and hearing. And it is further ordered by the Commissioners, that copies of said petition, or abstracts containing the substance thereof and this order, be posted by said Sheriff or Deputy, in two public places in the City of Springfield, fourteen days before the said 26th day of May and that notice be given in manner afore said to all persons and corporations interested, that the County Commissioners deem a view of the premises expedient and proper, and that a view of the same will be taken by them at the time and place aforesaid, and that they will hear the parties interested at the time of said view. And the petitioners filed a motion to amend said petition, which is in the words as follows, to wit: "And now come the petitioners and move to amend their petition heretofore filed in the above entitled case by inserting in the fifth line thereof, after the word "Company" and before the words "so that said" the following words: "by moving both the southerly and northerly abutments thereof," and also by striking out the words "allow the construction of two," in the sixth line thereof, and inserting in place thereof the words "accommodate three," and also by inserting at the end of the eighth line thereof the words, "with suitable ditches on either side of the road-bed." So that said petition will read as follows: "Your petitioners respectfully show that they are of the opinion that it is necessary for the security and convenience of the public that an alteration should be made in the bridge by which the public way known as St. James Avenue, in Springfield, in said County crosses the railroad of said Company, by moving both the southerly and northerly abutments thereof, so that said bridge shall have sufficient span to accommodate three additional tracks on the northerly side of the existing tracks of said railroad, with suitable ditches on either side of the road-bed. Wherefore they pray that the alterations in said bridge and the approaches thereto, necessary for the accomplishment of the above named purpose, may be ordered, and the manner and limits within which they shall be made may be prescribed by your Honorable Board after due proceedings had in the premises." And said petition was continued to this meeting, and now, on this fifth day of July, in the year eighteen hundred and ninety-two, said Commissioners make return

of their proceedings in the premises as follows:

The County Commissioners for said County, having given notice as the law directs, met at the Court House, in Springfield, in said County, on Thursday, the 26th day of May, 1892, when the premises were examined and the parties fully heard, and after due deliberation, said Commissioners decided that said alterations are necessary and prescribe the manner and limits within which they shall be made to be as follows:

Necessary length of span in clear 71 feet 6 1/2 inches. Clear headroom over tracks of Boston and Albany Railroad to be eighteen feet. Width of roadway in clear between trusses to be twenty feet. Bridge to be of sufficient strength to sustain a load of 100 pounds per square foot of floor area.

Leonard Clark, Esq., County Commissioner, being unable to act on account of residence, Benjamin F. Burr, Special Commissioner, was called ⁱⁿ and acted in his stead.

L. F. Root	}	County
Harvey D. Bagg		Commissioners.
Benj. F. Burr,		Special Commissioner.

Decision certified to the parties and to the Board of Railroad Commissioners.

Mayor and Aldermen
of Holyoke, Petrs.
for way over tracks
of Connecticut Ri-
ver Railroad Co.

Holyoke, Mass., April 20th, 1892.

To the Honorable Board of County Commissioners of the County of Hampden:

Your undersigned petitioners the Mayor and Board of Aldermen of the City of Holyoke:-

Respectfully represent that they believe that the public convenience, safety and necessity, require that a public way be established over the tracks of the Connecticut River Railroad Company at a point between the Easterly terminus of Dwight Street and the Westerly terminus of East Dwight Street both in said Holyoke, for the purpose of connecting said streets; wherefore your petitioners pray that a public way be established in accordance with the above description.

Jeremiah F. Sullivan	}	Mayor
Michael Connors		and
Wm. Haney		Aldermen
Patrick W. Shea		of
A. Higginbottom.		Holyoke.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the first

19.
For Plan, See Book
of Plans, Page 171.

Second Tuesday of April, in the year of our Lord one thousand eight hundred and ninety-two, when the Commissioners deeming a view of the premises expedient and proper, gave notice that they would meet for the purpose of said view, and hearing all parties interested, at the City Hall, in Holyoke, on Tuesday, the 14th day of June, next, at 10 o'clock A. M.; and it was ordered by the County Commissioners that a copy of said petition be served by the Sheriff or his Deputy, upon the said Connecticut River Railroad Company, and upon the Clerk of the City of Holyoke, in said County, thirty days at least before the said fourteenth day of June, and that all other persons and corporations interested therein be notified, by publishing a copy of said petition and this order thereon, once a week, in the Holyoke Daily Transcript, a public newspaper printed in said County, three weeks successively, the last publication to be fourteen days at least before the time of said view and hearing. And it was further ordered by the Commissioners, that copies of said petition, or abstracts containing the substance thereof and this order, be posted by said Sheriff or Deputy, in two public places in the City of Holyoke, fourteen days before said fourteenth day of June, and that notice be given in manner aforesaid to all persons and corporations interested, that the County Commissioners deem a view of the premises expedient and proper, and that a view of the same will be taken by them at the time and place aforesaid, and that they will hear the parties interested at the time of said view. And this petition was continued to this meeting, and now, to wit: on this second day of August, in the year eighteen hundred and ninety-two, said Commissioners decree that the said City of Holyoke be authorized to lay out a way as prayed for, in accordance with the Plan filed in the Office of the Clerk of the Courts of Hampden County, and in the manner following:

Description of location of Foot Bridge over Connecticut River Railroad Tracks on foot of Dwight Street, City of Holyoke, County of Hampden, State of Massachusetts, viz: stair tower and bridge are located in the center of Dwight St. continued easterly- face of West abutment to be 6 feet west from westerly rail of Main St: switch track measured on center line of Dwight St. this point is 337' 8" from the East side of Race Street. The distance from said point 6 feet west from said westerly rail to the westerly side of Bowers St. is 201 feet 4 inches measured on the center line of Dwight Street produced; said center line of Dwight Street produced intersects the easterly line of Bowers Street continued 26' 10" southerly from the northerly side of East Dwight Street.

Stair tower and bridge to be 12 feet wide over all except the side wired bracing. Easterly abutment to be constructed on the westerly side of Bowers Street and in said Bowers Street.

Leonard Clark	}	County
L. F. Root,		
Harvey D. Bagg.		Commissioners.

Specifications for Proposed Foot Bridge over Connecticut River Railroad Track, Foot of Dwight Street. Holyoke, Mass., 1892.

GENERAL CONDITIONS.

The Contractor or Contractors shall furnish all material and labor required to construct and erect in place complete and ready for public use, the bridge, stair tower, trestle abutment, steps and stone abutment and all necessary foundations for the foot bridge over the Connecticut River Railroad tracks on foot of Dwight St., in the City of Holyoke, S State of Massachusetts, in strict conformity with these specifications.

PLANS AND STRAIN SHEETS.

Bidder must submit with their proposals complete strain sheets for the structure, and detail plans showing the form and connection of each typical member.

The strain sheet must show for each member the total maximum strain sustained and the dimensions and area of cross section, actual weight of each member to be used in calculations. Complete detail drawings must be submitted for approval to the City Engineer of Holyoke, and work shall not be commenced until the strains and details relating thereto have been approved by him. A copy of every approved strain sheet and drawing shall be furnished without charge, to the City Engineer within six days after its approval.

WROUGHT IRON.

All parts of the structure except otherwise specified shall be of the best American refined wrought iron.

EXPANSION AND CONTRACTION.

Provisions must be made in all parts for free expansion and contraction, corresponding to a variation of 150 degrees Fahrenheit in temperature.

GENERAL DESCRIPTION.

The distance between abutments on center line of truss to be 201 feet 4 inches. The width of bridge over all to be 12 ft. The bridge to have a longitudinal grade of 4 ft. per 100 ft.

LOADS.

All parts of the structure shall be proportioned to sustain the following strain produced:

1st. By the weight of the structure itself considered integrally and separately for each particular member.

2d. By a moving load of 80 lbs. per sq. ft.

3d. For a wind pressure of 50 pounds per sq. foot on all exposed surfaces and a moving load surface of 4 square ft. per linear ft. of bridge.

4th. By the effect of a variation of temperature of 150 degrees Fahrenheit.

DEAD LOAD.

In determining the total weight of the structure for the purpose of calculating the strains the weight of the iron be assumed at 480 lbs. per C. ft. The weight of kyanized wood to be ascertained and the exact weight per cubic foot allowed. The distribution of the uniform moving load shall be considered continuous or discontinuous such as may give the largest results. An addition to the strains produced by the above specified live load shall be made as follows: Floor beams and stringers 15 per cent. The coefficient of friction shall be as follows: For planed surface of iron, 30/100 For steel rollers between planed surface of iron, 8/100 The bending effect produced on every individual member of the side pressure of wind, the weight of the member itself or of other parts of the structure connected thereto shall be considered. All parts of the structure shall be so proportioned that the combined effect of loads specified shall not cause the strain per square inch to exceed the following maximum limits: Wrought iron in tension net area, 12,000 lbs. per sq. in. Steel, 14,000 lbs. per sq. in. reduced by Rankines Formulas. Preference will be given to designs combining the greatest degree rigidity and strength. The form of truss will be left to the option of the bidder with the proviso that in no place shall the overhead clearance be less than 7 ft. Attention is called to the necessity for providing efficient bracing to render the bridge as rigid as possible both vertically and laterally. Bed plates and bearing plates shall be truly planed on all sliding and rolling surfaces and shall be so proportioned that the maximum pressure per square foot on masonry will not exceed 30,000 lbs. They shall be securely and properly anchored as directed by the City Engineer. All rollers to be of Steel. The rollers and rolling surfaces of bed plates shall be protected by approved wrought iron casings.

WORKMANSHIP AND DETAILS OF CONSTRUCTION.

All workmanship shall be first class in every description. As far as practicable all parts shall be accessible for inspection and painting. All members shall be free from twists and bends. Tensile strain shall be avoided in a transverse direction to the fibre of the iron and shearing strain in a direction parallel to the fibre and to the iron.

RIVETED WORK.

All segmental joints in riveted work shall be square and truly dressed and no contact throughout. In the effective area of members, bolt and rivet holes shall be counted out for tension and bolt holes shall be counted out for compression. No tensile stress shall be allowed on rivets. Rivets shall be used in preference to bolts for all rigid connections to resist shearing; where bolts are used in shearing they shall be in double shear. All bolts shall be turned to fit tightly in their holes. Rivet holes shall be accurately spaced and shall fit exactly opposite to each other so that a rivet $1/16$ in. less in diameter than the hole can be entered without drifting. The use of drift pin will not be allowed except for assembly members. Where any adjustment of rivet holes must be made it shall be done by reaming and with the approval of the Engineer. The space between the edge and rivet holes shall be such that the iron will not crack or split by punching. Rivet heads shall be full size, well formed and concentric to the holes; no loose rivets will be allowed. All rivet heads to be formed with button set. All the necessary drilling and dressing of the masonry shall be done and all necessary fastenings and anchorage provided and put in by the Contractor. No iron used in the bridge shall be less than 1-4 inch in thickness except in the railings. A substantial iron railing of approved design not less than four feet high shall be provided; hand rail shall be iron of approved pattern. The railing shall be supported by the iron work and braced laterally with outside stays rivetted thereto. Stays shall be provided at intervals of not more than 8 ft. Approved cast iron posts shall be provided and secured on one end of bridge and on bottom of steps. Bridge floor to be constructed of 2 inch spruce plank jointed, to be thoroughly kyanized and laid 1-2 inch apart, plank to be secured to kyanized spruce stringers laid lengthwise of bridge and at such intervals to give the required strength of plank for moving load plank to be secured to stringers with 40 penny wire nails, stringers to iron cross beams with 1-2 inch bolts. Iron trestle abutment to be constructed in a thorough and safe manner to support the bridge. Contrac-

tors are to give detail designs and calculations for same also for foundations and anchorage. All this to be included in contract price. As a lateral force, the bracing span and tower shall be designed to withstand the horizontal wind pressure of 50 lbs. per sq. ft. of both trusses, actual projected area of all members to be taken. Plan of tower to be followed, construction to be left with Contractor to the satisfaction of the City Engineer. Treads to be solid also risers, treads to have raised diamond pattern. Railing to be riveted lattice work with wooden hand rails on both sides. Roof of tower to be corrugated iron with suitable finials and cresting. Tower post foundation to be included in bids. All foundations to be at least 4 ft. below street level. Tower construction to be entirely safe, precautions to be taken as to wind pressure. Steps on the eastern terminus of bridge to have open treads and risers. Steps to be constructed of iron, provided with same rail as on bridge only hand rail to be of wood same shape on top as bridge hand rail. No specific process or provision of manufacture will be demanded, provided the finished material fulfills the requirements of these specifications. Wrought iron shall be doubled rolled, tough, ductile uniform in quality and shall have a limit of elasticity of not less than 26,000 lbs. per sq. inch. When tested in specimens of uniform sections of at least 1-2 inch it shall stand without breaking the following strains and elongation in the distance of eight inches. All iron used at least 48,000 lbs. per square inch elongation 15 per cent. Specimens shall bend cold without sign of fracture around a circle whose radius is equal to the thickness of the iron, 135 degrees for shape iron 90 degrees for plate iron. An inspector appointed by the proper authority may inspect the material, supervise the work at the shop and the work of erection and make all tests of materials. All finished parts of the structure shall be weighed before shipment and such weights shall be furnished the Engineer. All facilities for inspections, testing and weighing shall be furnished by the Contractor free of charge. Samples of kyanized plank and stringers to be furnished the Engineer before any shall be used on the structure. Before the final estimate is paid a thorough test of the structure may be made by the Engineer by loading the bridge with the nearest equivalent load attainable to that described under the head of loads moving in such a way as the Engineer may see fit. Bridge shall not deflect more than 2 inches and shall return to its original position when the load is removed.

PAINT. All iron before leaving the shop shall be thoroughly cleaned

from all loose scale and rust, and be given one good coating of pure raw linseed oil well worked into all joints and open spaces, all rivet work where surfaces come in contact shall be painted before being riveted together. Bottoms of bearing plates and any parts which are not accessible for painting after erection shall have two coats of paint, the paint shall be white lead in linseed oil, color as selected. Steel friction rollers shall be coated with white lead and tallow before being shipped. The entire structure shall receive two more coats of paint after erection. Color to be selected by the Engineer.

ERECTION. The Contractor shall furnish all necessary stagings and false work required to set tower and bridge in place. Bridge to be erected so as not to delay any passenger, freight or switch trains on the tracks. No false work, derricks, etc. to be placed on the land of Conn. River R. R. Co. except by special permit of the President of the Conn. R.R.R. Co. The Contractor shall assume all risks of accidents or damages to persons or property prior to the official acceptance of the furnished structure.

STONE WORK AND EXCAVATION. Plans to give full information as to sizes of piers and abutments. All excavations to be made by the Contractor. Should any puddling be required same to be done by the Contractor under directions of the City Engineer. The Contractor is to furnish all material and labor required in the construction and completion of all foundation piers and abutments required. Footings of all piers and abutments shall consist of good flaggers not less than 8 inches thick and to project on all sides 12 inches outside of piers or abutments. All flaggers to be laid in hydraulic cement and grouted with cement grout. All piers to be at least four feet below the surface of the ground. On top of piers there shall be placed either cast iron top plates not less than 2 1/2 inches thick, or granite coping not less than 20 inches thick, all in one piece, well secured to piers and upper structure securely attached to same with iron bolts of sufficient size.

STONE WORK. Stone work in piers, abutments and retaining walls to be of smooth rubble masonry well laid and thoroughly bonded. All stone work to be laid in full hydraulic cement mortar and grouted with cement grout. All hydraulic mortar used in building piers, walls and abutments to be composed of one part by measure of approved hydraulic cement and two parts by measure of clean sharp sand it shall be thoroughly mixed dry and a sufficient quantity of water afterward added to form a stiff paste. It shall be used before setting commences and not at all if once

set. On completion of the work the contractor is to remove all waste material, false work, etc., from off the premises.

GENERAL CLAUSES. The work is to be done and finished in strict accordance with these specifications and under the direction and supervision of the Committee on Highways and Bridges and Edward Walther, City Engineer. Any work not in accordance with specification and direction shall at once be removed and replaced with such that will be satisfactory. The contractor will be obliged to keep the approaches protected and lighted at night. The contractor is to fully indemnify the city for and protect it from loss or damage to persons or property, caused by or arising from his, or any of his agents or employees acts of negligence, also from claims against the city, under any laws of the state having reference to liens, for labor performed or materials furnished under this contract. The contractor hereby agrees to give his personal attention to the fulfillment of the contract, and that he will not sublet the aforesaid work, and he will not assign any portion of this work or any payments therefor unless by and with the previous written consent of the committee. The work herein specified shall be commenced directly after the contract is awarded, and pushed as fast as the thorough and workmanlike performance of the work will permit. Should it be deemed advisable by the committee on Highways and Bridges and the City Engineer to make any change during the progress of the work the same shall not effect or void the contract, but the amount of such changes shall be agreed upon in writing between the contractor, the chairman of said committee and the city engineer, and such amounts shall be added to or deducted from the contract price as the nature of the change may warrant. No extras of any kind shall be allowed unless ordered in writing by the City Engineer and approved by the chairman of the committee on Highways and Bridges, and the amount of such extras shall be plainly stated in such order. Any disputes arising as to the true interpretation and meaning of these specifications are to be referred to the chairman of committee on Highways and Bridges and the City Engineer, and all parties shall agree by virtue of signing the contract that they will abide by the decision of said chairman and City Engineer as being final and binding on all parties. The specifications and general plans are the property of the City of Holyoke and must be returned to them with the bids, those given to the successful bidders must be returned before the final payment of the contract price will be made. All designs must conform to the location and lay out as shown on drawing herewith, and all bids must

include the bridge superstructure foundation piers, iron and stone abutments and walls, stair tower and the stairway at east end of bridge all complete ready for travel.

H. L. Niles & Co.-a-Sept. 6th, 1892. Contract for furnishing the Jail and House of Correction with meat for ensuing year awarded H. L. Niles and Company, for furnishing the Corned beef at \$2.40 per 100 pounds. Salt Port, \$7.00 per 100 pounds Jail and House of Shanks \$2.00 per 100 pounds. Correction with meat.

Frank B. Allen a-June 28th, 1892. Frank B. Allen was awarded the contract for removing the offal at the Jail and House of Correction, for one year, for the sum of ninety-five dollars. removing offal at Jail.

Petition of John O. Roberts et als. Location report amended.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, July 5th, 1892.

In the matter of the Petition of John O. Roberts et als., for laying out of a new highway in Granville and Southwick, finished at the April Meeting, 1892, it now appears to said Commissioners, that in the record of the award of damages, an error has been made.

It is therefore ordered that the said record be amended by striking out the name "E. B. Dickinson," as it appears in the award, and inserting the name ". E. D. Dickinson."

Leonard Clark
L. F. Root
Harvey D. Bagg.

} County
Commissioners.

County Treasurer authorized to transfer funds as Treasurer of Sinking Fund &c.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Aug. 2nd, 1892.

To WILLIAM C. MARSH, County Treasurer,

You are hereby authorized and directed to transfer from the funds in your hands as Treasurer of the Sinking Fund of said County, to your account as County Treasurer, the sum of Forty Thousand Two Hundred Thirteen Dollars and Fifty-three Cents. (\$40,213.53)

(L.S.) Leonard Clark
L. F. Root
Harvey D. Bagg

} County Commissioners
of
Hampden County.

Commonwealth of Massachusetts.

No. 13.

Hampden, ss. County Commissioners' Meeting, Aug. 2nd, 1892.

VOTED,

That William C. Marsh, County Treasurer, be authorized to borrow on the credit of the County, and on account of the construction of the bridge over the Connecticut River, between Holyoke and Chicopee, called "The Willimansett Bridge," the sum of Six Thousand Dollars, and to execute and deliver a note to that amount payable on demand to the order of the Springfield Institution for Savings, and to pay interest or discount thereon at a rate not exceeding four per cent per annum.

(L.S.)	Leonard Clark,	} County
	L. F. Root,	
	Harvey D. Bagg.	

June Meeting, 1892.

County Treasurer
authorized to bor-
row

"Willimansett Bridge"

Commonwealth of Massachusetts.

Hampden, ss.

Regular Adjourned Meeting of the County Commissioners.

August 10, 1892.

VOTED,

That WILLIAM C. MARSH, County Treasurer, be authorized to borrow on the credit of the County and in anticipation of the County Tax, a sum of money not exceeding Ten Thousand Dollars, and to make, execute and deliver note, or notes to that amount payable during the month of October next, to the order of such Bank, Institution, Corporation, or Individual, as he, the said Marsh shall elect, and to pay interest or discount thereon at a rate not exceeding four per cent per annum.

Leonard Clark	} County
L. F. Root	
Harvey D. Bagg.	

County Treasurer
authorized to bor-
row on account of
County Tax.

Board of Selectmen of West Springfield, Petitioners for Alteration of Crossings at grade by Boston and Albany Railroad across Baldwin Street and Cold Spring Road, both in said West Springfield.

No. 626 Hampden, ss. Superior Court. May 28, 1891.

Finding of Commission. (In Part.)

Whereas, in the above matter at the Superior Court holden for said County on the twenty-sixth day of December, 1890, we, T. M. Brown, A. W. Locke, and Charles A. Allen were appointed a Commission under the pro-

Decision and
Decree- "Baldwin
Street Crossing-"
West Springfield.

For Plan, See Book
of Plans, Page
144.

visions of Chapter 428 of the Acts of 1890, to act upon said petition, and Whereas, due notice of a public hearing thereon before us was given, as appears by our order and the return of service thereof, hereto attached, and such hearing was held at the Court House in Springfield, in said County, at 9.30 o'clock A. M., on the twenty-first day of February 1891, and by adjournment at the same place on the twenty-seventh day of February and the thirteenth day of March in the same year, E. B. Maynard Esq., appearing for the petitioners, F. H. Gillett, Esq. for the Boston and Albany Railroad Company, Henry C. Bliss, Esq., Assistant Attorney General for the Commonwealth and James B. Carroll, Esq. for certain owners of land abutting on the Cold Spring Road, and a view of said Baldwin Street Crossing was taken by us with all parties interested therein at the hearing on the twenty-seventh day of February, and Whereas, by agreement of all parties concerned so much of said petition as relates to the Cold Spring Road Crossing (so-called) was continued for a future hearing at the call of the Commission, after due notice, upon the written application to it of any party in interest. Now, having considered all the evidence and arguments submitted to us relating to said Baldwin Street Crossing, we decide as follows, to wit:

FIRST: We decide that an alteration in said Baldwin Street Crossing and in the approaches thereto so as to avoid a crossing at grade, is necessary for the security and convenience of the public.

SECOND: We hereby prescribe the manner and limits within which said alterations shall be made, as follows:

MANNER.

The highway known as Baldwin Street shall be depressed so as to pass under the said Railroad which shall be supported on a suitable bridge built to carry two tracks. The said bridge shall be of iron and shall have one span only, supported on suitable abutments of stone placed within the location of said railroad, and its center line shall conform to the center line of the highway as herein established. The clear span of the bridge measured at right angles to the abutments shall be 42 feet. The abutments shall be of sufficient length to receive a four track bridge. The tracks of the said railroad are not to be changed either in grade or location. The bridge shall be a through truss bridge. There shall be a clear head-room of 14 feet between the lowest part of the bridge and the surface of the highway underneath. From the lowest part of the bridge to the top of the rails shall not be more than 3.5

feet. The abutments shall be of granite with an ashler face properly ties to a rubble backing, all of which with the foundations shall be laid in hydraulic cement mortar of good materials, and in a thorough and workmanlike manner. The abutments shall be of such dimensions as to properly support the bridge and the adjacent embankments. The grade of the said highway shall be level for a distance of 30 feet each side of the center line of the said rail road. From thence the grade shall rise at the rate of 4.31 feet to the hundred towards the north, and at the rate of 4 feet to the hundred towards the south, both grades to continue until the grade of the present highway is reached. There shall be a graded drive-way 25 feet wide- 12.5 feet each side of the center line A. B. shown on the plan, filed herewith, but that part of the street which lies within the lines of location of the said railroad shall be graded to the lines of the faces of the abutments of the bridge. Said driveway shall be 8 inches higher in the center than at the sides. It shall be covered with good gravel to a depth of 8 inches. A 12 inch drain of vitrified pipe shall be laid in the street, from a point under the bridge to a point about 400 feet south of the bridge, and thence to the Westfield River, by the most direct route. On each side of the street, as herein laid out, there shall be a paved gutter 4 feet wide, leading to catch basins of suitable dimensions and construction, placed one on each side of the street under the bridge. From these catch basins 10 inch pipe shall lead to the principal drain in the center of the street, where a suitable manhole shall be located. Also there shall be another manhole about 180 feet south of the first and another at the point where the principal drain turns to leave the highway. These pipes shall be laid on uniform grades and lines between manholes. The minimum grade shall be one foot in a hundred.

LIMITS. The work herein ordered shall be done within the limits of the said Baldwin Street, as hereinafter laid out. The three parcels of land bounded and described as follows, are hereby taken for highway purposes on the eastern side of said street, to wit:

(A.) The lot of land supposed to be owned by Timothy Shean, bounded as follows:- Beginning at the point where the east line of Baldwin Street as heretofore laid out intersects the southern line of location of the said railroad; thence easterly along said railroad 34.6 feet to a rail bound. Thence S. 3 degrees 43 minutes E. 278.5 feet to a rail bound in the east line of Baldwin Street as heretofore laid out:- Thence

northerly along the east line of Baldwin Street as heretofore laid out to the place of beginning.

(B.) The lot of land supposed to be within the location of the Boston and Albany Railroad Company bounded as follows:- Beginning at the point where the east line of Baldwin Street as heretofore laid out, intersects the southern line of location of the said railroad; thence northerly along said eastern boundary to the northern line of location of said railroad;- thence along said northern line of location 44.6 feet to a rail bound:- thence S. 2 degrees 40 minutes E. 94.9 feet to a rail bound in the southern line of location of the said railroad;- thence westerly along the said southern line 44.6 feet to the place of beginning. This parcel of land is taken only for the purpose of extending the highway under the railroad as is herein described, and for no purpose inconsistent with the free use of the same by the said Railroad Company under its charter and franchises. (C.)

The lot of land supposed to be owned by John E. Hogan described as follows: Beginning at the point where the east line of said Baldwin Street intersects the northern line of location of said railroad and running thence N. 2 degrees 40 minutes W. 373.82 feet to Park Street:- thence along Park Street N. 64 degrees 58 minutes E. 32.44 feet to a rail bound:- thence S. 2 degrees 40 minutes E. 402.78 feet to a rail bound in the northern line of location of the said railroad:- thence westerly along the said northerly line of location 34.2 feet to the place of beginning.

PORTION OF HIGHWAY DISCONTINUED. On the completion of the work herein ordered the portion of the said Baldwin Street as heretofore laid out which is bounded and described as follows, shall be discontinued, to wit:- Beginning at the rail bound where the western line of Baldwin Street as heretofore laid out, intersects the southern line of location of the said railroad;- thence northerly along the said western line of Baldwin Street to a rail bound in the southern boundary of Park Street. Thence southerly by a curve to the right of 78 foot radius to which the line next hereinafter described is a tangent, 51.6 feet to a rail bound in the northern line of location of the said railroad:- thence Westerly along the said location 10 feet to a rail bound. Thence S. 2 degrees 40 minutes E. 94.23 feet to a rail bound in the southern line of location of the said railroad. Thence along said southern line of location 12.7 feet to the place of beginning.

PLAN FILED. The work is to be done and the land is to be taken in accordance with a plan filed herewith entitled "Plan and profile to accom-

pany finding of Commission, dated May 25th, 1891, showing alterations ordered in the grade crossing at Baldwin Street in West Springfield, on the Boston and Albany Railroad, and made a part of our finding."

Third: We decide that the Boston and Albany Railroad Company shall construct the bridge and do all other work within the railroad location, necessary to carry out these orders, with the exception of the construction of the road and drain:- And that the town of West Springfield shall do all the work herein ordered done in the street outside of the railroad location and shall also dress the road bed with gravel and construct the drain within the railroad location. Fourth: We decide that the Commonwealth shall pay twenty five per cent (25%) of the whole cost of the alterations, including the cost of the hearing, and the compensation of the Commissioners and the Auditors for their services, and their expenses, and all damages including those mentioned in Section 5 of Chapter 428 of the Acts of 1890, and the town of West Springfield ten per cent (10%) thereof.

Timothy M. Brown,	}	Commissioners.
A. W. Locke,		
Charles A. Allen,		

Commonwealth of Massachusetts.

To the Honorable the Justices of the Superior Court sitting in Equity in the County of Hampden.

Petition of the Board of Selectmen of West Springfield in said County.

Your petitioners respectfully represent that they are of the opinion that it is necessary for the security and convenience of the public that an alteration should be made in the crossing at grade of the public way known as Baldwin Street in said West Springfield across the railroad of the Boston and Albany Railroad Company, a corporation duly established by law and doing business in this Commonwealth, by lowering the highway, so that said railroad shall pass over said highway on a bridge giving not less than twelve feet in the clear perpendicular height for the highway to pass under, and with abutments not less than forty-two feet apart and in line with street at grade of highway, and by removing said place of crossing eastward about fifty feet.

Further that it is necessary for the security and convenience of the public that an alteration should be made in the crossing at grade of the public way in said West Springfield known as Cold Spring Road, over the railroad of said corporation by lowering said public way so that

said railroad shall pass over said public way on a bridge giving not less than twelve feet in the clear perpendicular height for the said way to pass under and with abutments forty-two feet apart and in line with street at grade of highway. Wherefore your petitioners pray that a commission may be appointed as provided in Chapter 428 of the Acts of 1890 to decide if such alterations are necessary, to prescribe the manner and limits in which they shall be made to determine which party shall do the work or to apportion the work to be done between the parties and so apportion between the town and the Commonwealth their proportion of the cost of such alterations.

Dated this 5th day of December, 1890.

Daniel F. Melcher	}	Selectmen
James F. Hayes		of
Amos Russell		West Springfield.

And at the Superior Court, holden for said County, before the Honorable Daniel W. Bond, Justice, on the twenty-sixth day of December, 1890, the said Selectmen of West Springfield, appeared by their attorneys, Maynard & Spellman, the said Commonwealth of Massachusetts, by Henry C. Bliss, the Assistant Attorney General, the Boston and Albany Railroad Company, by F. H. Gillett, its Attorney, and certain interested parties by their attorney, J. B. Carroll. And it appearing that due notice has been given to all parties interested, after a hearing, T. M. Brown, of Springfield, as Chairman, A. W. Locke, of North Adams, and Charles A. Allen of Worcester, all in said Commonwealth were appointed a commission of three disinterested persons as prayed for in said petition.

Attest: Robert O. Morris, Clerk.

The subscribers, having been duly appointed a commission, pursuant to the prayer of the foregoing petition, hereby give notice that a public hearing will be held before this Commission upon the subject matter of said petition, at the Court House in Springfield, in said County of Hampden, on Saturday, the twenty-first day of February next, at 9.30 o'clock A. M. at which hearing all parties interested therein may be present and heard. It is ordered that the petitioners give public notice of such hearing by serving a true copy of said petition, the foregoing notice and this order upon the Commonwealth of Massachusetts, and the Boston and Albany Railroad Company, at least thirty days before the date of said hearing, and by publishing the same in "The Springfield Republican" once a week, for three successive weeks, the last publication to be at least fourteen days before the date of said hearing, and posting the

the same in two public places in the town of West Springfield, at least fourteen days before said hearing.

Dated this eighth day of January, 1891.

Timothy M. Brown,
A. W. Locke,
Charles A. Allen. } Commission.

I have received due and legal notice and service of the foregoing order and hearing, and waive all further service.

January 18, 1891.

A. J. Waterman,

Atty. General.

Service accepted.

Boston and Albany Railroad Company, by
Jany. 18, 1891. Samuel Hoar, General Counsel.

I, Daniel F. Melcher, on oath depose and say that I served the above order of notice by publishing a true copy of said petition the foregoing notice and this order in the Springfield Daily Republican, once a week for three successive weeks, to wit: on the 10th, 17th, and 24th days of January, 1891, and by posting the same in two public places in said town of West Springfield, on the 3rd day of February, 1891.

Daniel F. Melcher.

Commonwealth of Massachusetts. Hampden, ss. Feb. 21, 1891.

Subscribed and sworn to before me,

E. B. Maynard, Justice of the Peace.

Commonwealth of Massachusetts.

Hampden, ss.

No. 388 Eq.

Selectmen of West Springfield, Petrs. for alteration of grade crossings in West Springfield.

In this case the decision of Timothy M. Brown, A. W. Locke, and Charles A. Allen, Commissioners, having been duly returned and filed in this Court, and the same having been considered, it is hereby ordered, adjudged and decreed that said decision be and the same hereby is confirmed and the findings thereof adopted.

Justin Dewey, Jus. of Sup. Ct.

We consent to the above decree.

Commonwealth of Massachusetts,

by A. E. Pillsbury, Atty. Genl.

By C. N. Harris, 2d Asst. Atty Genl.

Town of West Springfield, by C. C. Spellman, Atty.

Boston and Albany Railroad Co., by Saml. Hoar, Genl. Counsel.
(Filed Aug. 12th, 1892.)

True Copies.

Attest:

Robert O. Morris, Clerk.

Decision and Decree

Commonwealth of Massachusetts.

as to Blanchard's

Hampden, ss.

Superior Court.

No. 559.

Tenney's and Breck-

enridge's Crossings

in Palmer.

Directors of the Boston and Albany Railroad Company, Petitioners,
for Alterations at Blanchard's Crossing, at Tenney's Crossing and at
Breckenridge's Crossing, in the Town of Palmer.

Decision of the Commission.

For Plan, See Book

of Plans, Page 142

Whereas We, James B. Richardson, Joseph Bennett and Henry G. Taft
were duly appointed a Commission in the above entitled case under the
provisions of Chapter 428 of the Acts of 1890.

And whereas due notice of a public hearing upon the petition of
said petitioners was given, as will more fully appear, reference being
had to the order of notice, and the return of service thereon, filed in
Court in this case, and said hearing was held at said Palmer on Saturday
the twenty-third day of April, 1892, and was adjourned from time to time
and at said hearing the Commonwealth appeared by Charles N. Harris, sec-
ond assistant Attorney General, the petitioners and the Town of Palmer
appeared by counsel, a view of said crossing was taken, and other par-
ties claiming to be interested appeared and all parties appearing were
duly heard.

Now having fully considered all the evidence and arguments sub-
mitted to us in the matter, we decide that it is necessary for the se-
curity and convenience of the public that alterations should be made in
said Blanchard's Crossing where the Palmer and Brimfield Road crosses
said railroad, in the approaches thereto, and in the location and grade
of said Palmer and Brimfield Road, so as to avoid a crossing at grade;
that the crossing at grade of the said Palmer and Brimfield Road and said
railroad known as Tenney's Crossing, and that the crossing at grade of
said railroad and the public way known as the road leading Tenneyville
to Carpet Mill, which crossing is known as Breckenridge's Crossing, should
be discontinued and that new ways should be built in substitution there-
for, and we prescribe the manner and limits within which such alterations
shall be made as follows:

Blanchard's Crossing.

The location of said Palmer and Brimfield Road shall be changed as follows: Beginning at a point in the centre of said road as at present laid out distant one hundred and sixty and 84-100 (160 84-100) feet north 15 degrees 31 minutes west from the intersection of the dividing line between land of A. V. Blanchard and land of W. B. Bennett with the line of the fence on the southwesterly side of the said Palmer and Brimfield road, the center line shall run south 16 degrees 31 minutes east through said intersection two hundred and eighty six and 04-100 (286 04-100) feet; thence southerly by a line curving westerly with a radius of one hundred and thirty eight and 51-100 (138 51-100) feet one hundred and seven and 8-10 (107 8-10) feet, thence south 38 degrees 45 minutes west, said course being at right angles with the centre line of location of the Boston and Albany Railroad, sixty-two (62) feet; thence southwesterly by a line curving southerly with a radius of two hundred and forty-nine and 54-100 (249 54-100) feet one hundred and eighty-five and 46-100 (185 46-100) feet; thence south 14 degrees 30 minutes east one hundred and five and 92-100 (105 92-100) feet; thence south 43 degrees 48' east one hundred and eighty-three and 95-100 (183 95-100) feet; thence south 71 degrees 37' east six hundred and twenty four and 83-100 (624 83-100) feet to a point in the said Palmer and Brimfield road distant twenty-four and 75-100 (24 75-100) feet north easterly from the north westerly corner of a store house supposed to belong to W. M. Brigham, thence south 74 degrees 12' east one hundred and eighteen and 84/100 (118 84/100) feet to a point in the centre of said road as at present laid out.

The said Palmer and Brimfield road as altered shall be constructed within the following lines, to wit: Beginning at a point in the line of the fence on the southwesterly side of the said Palmer and Brimfield road distant one hundred and thirty-four and 71-100 (134 71/100) feet northwesterly from the intersection of the line of said fence with the dividing line between land of A. V. Blanchard and land of W. B. Bennett; then thence running south 16 degrees 31' east one hundred and thirty-eight and 33-100 (138 33/100) feet to a point in said dividing line distant twenty-five and 44/100 (25 44/100) feet southwesterly from the line of said fence on the southwesterly side of the said Palmer and Brimfield road; thence running south 10 degrees 53' east one hundred and nineteen and 84-100 (119 84/100) feet; thence running southerly by a line parallel with and distant thirty-six and 51/100 (36 51/100) feet southwesterly

from the centre line of said road as altered sixty and $23/100$ ($60\ 23/100$) feet to a point in the northerly side line of location of the Boston and Albany Railroad; thence running south $51^{\circ}\ 15'$ east by the said northerly side line of location fifteen and $71/100$ ($15\ 71/100$) feet; thence running south $38^{\circ}\ 45'$ west across the location of said railroad eighty-two and $5/10$ ($82\ 5/10$) feet to the southerly side line of said location; thence running south $51^{\circ}\ 15'$ east by the said southerly side line of said location one foot and $4/10$ of a foot ($1\ 4/10$); thence running southwesterly by a line parallel with and distant twenty-four and $75/100$ ($24\ 75/100$) feet westerly from the centre line of said road as altered one hundred and forty-eight and $72/100$ ($148\ 72/100$) feet; thence running south $85^{\circ}\ 53'$ west fourteen (14) feet; thence running south $17^{\circ}\ 44'$ east one hundred and sixty-four and $63/100$ ($164\ 63/100$) feet; thence running south $43^{\circ}\ 48'$ east one hundred and ninety-six and $55/100$ ($196\ 55/100$) feet; thence running south $71^{\circ}\ 37'$ east six hundred and thirty-one and $53/100$ ($631\ 53/100$) feet to the northwesterly corner of said Brigham's store house; thence running south $74^{\circ}\ 12'$ east by the northerly side of said store house one hundred and twenty-six and $31/100$ ($126\ 31/100$) feet to the northeasterly corner of said store house; thence running north 15 degrees $48'$ east ten and $5/10$ ($10\ 5/10$) feet to the southeasterly side of the said Boston Road as travelled; thence running northwesterly by said Boston Road two hundred and sixty-one and $85/100$ ($261\ 85/100$) feet to a point distant twenty-four and $75/100$ ($24\ 75/100$) feet northeasterly from the centre line of said road as altered; thence running north $71^{\circ}\ 37'$ west by a line parallel with and everywhere distant twenty-four and $75/100$ ($24\ 75/100$) feet northeasterly from said centre line four hundred and eighty-six and $22/100$ ($486\ 22/100$) feet; thence running north 43 degrees $48'$ west one hundred and seventy-one and $35/100$ ($171\ 35/100$) feet; thence running north $7^{\circ}\ 29'$ west one hundred and five and $12/100$ ($105\ 12/100$) feet; thence running northeasterly by a line parallel with and distant thirty seven and $54/100$ ($37\ 54/100$) feet easterly from the centre line of said road as altered one hundred and thirty-four and $86/100$ ($134\ 86/100$) feet to a point in the southerly side line of location of the Boston and Albany Railroad; thence running north $51^{\circ}\ 15'$ west by the said southerly side line of location fifteen and $51/100$ ($15\ 51/100$) feet; thence running north $38^{\circ}\ 45'$ east across the location of said railroad eighty-two and five-tenths ($82\ 5/10$) feet to the northerly side line of said location; thence running south $51^{\circ}\ 15'$ east by the said northerly side line of location fifteen and $71/100$

(15 $\frac{71}{100}$) feet; thence running northeasterly by a line parallel with and distant forty-one and $\frac{49}{100}$ ($41 \frac{49}{100}$) feet easterly from the centre line of said road as altered seventy-six and $\frac{22}{100}$ ($76 \frac{22}{100}$) feet to the fence on the southwesterly side of the said Palmer and Brimfield road; thence running northwesterly by said fence three hundred and twenty-two and $\frac{71}{100}$ ($322 \frac{71}{100}$) feet to the place of beginning.

Said road as altered shall pass under the tracks of said railroad at a depth of not less than sixteen and $\frac{25}{100}$ ($16 \frac{25}{100}$) feet beneath the grade of said tracks which is unchanged. A suitable bridge shall be built over said road as altered to support the railroad tracks so as to leave a clear head room of at least thirteen (13) feet above the grade of said road. We specify the grades for the said road as altered and the general methods of construction as follows: From a point in said road as altered thirty (30) feet northerly from the centre line of location of said railroad the grade shall rise northward at a rate of two and $\frac{8}{10}$ ($2 \frac{8}{10}$) feet in one hundred (100) feet until said grade shall intersect the present grade of said Palmer and Brimfield road, and from a point in said road as altered thirty (30) feet southerly from said centre line of location of said railroad the grade shall rise southward at a rate of two tenths ($\frac{2}{10}$) of a foot in one hundred (100) feet for a distance of one hundred and forty-five (145) feet and thence it shall rise at a rate of one and $\frac{2}{10}$ of a foot ($1 \frac{2}{10}$) until said grade shall intersect the present grade of said Palmer and Brimfield road. Said road as altered shall be graded to a width not less than twenty (20) feet throughout its entire length. The surface of said road is to be of good gravel ten (10) inches in depth. The said bridge over said road shall have a clear span of twenty (20) feet. It shall be built of iron and shall be supported on suitable abutments of stone. Substantial wooden fences not less than three feet and six inches high shall be built on both sides of said road. Where said road as altered passes through land of W. B. Bennett immediately easterly of said Bennett's house and barn, a wall of rubble masonry laid in cement shall be built on the westerly side of the graded roadway of sufficient height to support the remaining land of said Bennett, the slope of the earth from the westerly line of said road to the top of said wall to be at the rate of one and one-half feet horizontal to one foot vertical. We specify the land or other property included in said location of said road as altered and lying outside of the location of said railroad as the land or other

property we deem necessary to be taken.

TENNEY'S CROSSING. A new way shall be constructed within the following lines, to wit: Beginning at the intersection of the northerly line of the Palmer and Brimfield road with the dividing line between land of William A. Breckenridge and land of Joseph Merriam; thence running north $86^{\circ} 40'$ west by the said northerly line of said Palmer and Brimfield road forty and $96/100$ ($40 \frac{96}{100}$) feet; thence running north $17^{\circ} 28'$ east four hundred and three and $18/100$ ($403 \frac{18}{100}$) feet to the southerly line of Park Street; thence running south $64^{\circ} 21'$ east by the said southerly line of said Park Street forty and $(41/100)$ feet; thence running south $17^{\circ} 28'$ west two hundred and nineteen and $53/100$ ($219 \frac{53}{100}$) feet; thence running south $73^{\circ} 21'$ east sixteen and $2/10$ ($16 \frac{2}{10}$) feet to the northwesterly corner of land of said Joseph Merriam; thence running south $25^{\circ} 28'$ west by land of said Merriam fifty-four (54) feet; thence running south $21^{\circ} 46'$ west by land of said Merriam one hundred and fifteen and $5/10$ ($115 \frac{5}{10}$) feet to the place of beginning. The grade of said new way shall descend from said Park Street to the said Palmer and Brimfield Road at the rate of four tenths ($4/10$) of a foot in one hundred feet. Said new way shall be graded to a width not less than twenty (20) feet throughout its entire length. The surface of said way is to be of good gravel ten (10) inches in depth. Substantial wooden fences not less than three feet and six inches high shall be built upon both sides of said new way. We specify the land or other property included in the location of said new way as the land or other property we deem necessary to be taken.

Breckenridge's Crossing.

A new way shall be constructed within the following lines, to wit: Beginning at the intersection of the northerly line of the Palmer and Brimfield Road with the easterly line of the road leading from the Carpet Mill to Tenneyville; thence running north $5^{\circ} 40'$ west by the said easterly line of said road leading from the Carpet Mill to Tenneyville fifty three and $41/100$ ($53 \frac{41}{100}$) feet; thence running north $33^{\circ} 22'$ east two hundred and ninety and $39/100$ ($290 \frac{39}{100}$) feet to a point in the southerly side line of location of the Boston and Albany Railroad; thence running south $51^{\circ} 15'$ east by the said southerly side line of location twenty-seven and $25/100$ ($27 \frac{25}{100}$) feet; thence running north $36^{\circ} 45'$ east, said course being at right angles with the centre line of said location, eighty-two and $5/10$ ($82 \frac{5}{10}$) feet to the northerly side

line of said location; thence running north $51^{\circ} 15'$ west by the said northerly side line of location twenty-seven and $25/100$ ($27\ 25/100$) feet; thence running north $50^{\circ} 35'$ east one hundred and thirty-two and $82/100$ ($132\ 82/100$) feet; thence running north $38^{\circ} 45'$ east one hundred and fifty-two and $07/100$ ($152\ 07/100$) feet to the southerly line of Park Street; thence running south $64^{\circ} 21'$ east by the said southerly line of said Park Street fifty and $82/100$ ($50\ 82/100$) feet; thence running south $38^{\circ} 45'$ west one hundred and sixty-three and $59/100$ ($163\ 59/100$) feet; thence running south $27^{\circ} 45'$ west one hundred and thirty-two and $43/100$ ($132\ 43/100$) feet to a point in the northerly side line of location of the Boston and Albany Railroad; thence running north $51^{\circ} 15'$ west by the said northerly side line of location twenty-five and $25/100$ ($25\ 25/100$) feet; thence running south $38^{\circ} 45'$ west across the location of said railroad eighty-two and $5/10$ ($82\ 5/10$) feet to the southerly side line of said location; thence running south $51^{\circ} 15'$ east by the said southerly side line of location twenty-seven and $25/100$ ($27\ 25/100$) feet; thence running south $44^{\circ} 48'$ west two hundred and fifty-eight and $55/100$ ($258\ 55/100$) feet to the northwesterly corner of a shop supposed to belong to George N. Stone; thence running south $38^{\circ} 45'$ west sixty-one and $54/100$ ($61\ 54/100$) feet to the northerly line of said Palmer and Brimfield Road; thence running north $86^{\circ} 40'$ west by the northerly side line of said Palmer and Brimfield Road fourteen and $86/100$ ($14\ 86/100$) feet to the place of beginning. Said new way shall pass over the tracks of said railroad by a suitable bridge, at a height of not less than twenty (20) feet above the grade of said tracks, which is unchanged. We specify the grade for said new way and the general method of construction as follows: From the northerly end of said bridge over the railroad the grade shall descend at a rate not exceeding six (6) feet in one hundred (100) feet for a distance of two hundred and twenty-five (225) feet and thence by a uniform grade to said Park Street. From the southerly end of said bridge the grade shall descend at a rate not exceeding six (6) feet in one hundred (100) feet to the junction of the Palmer and Brimfield road with the road leading from the Carpet Mill to Tenneyville. Said new way shall be graded to a width not less than twenty (20) feet throughout its entire length. The surface of said way is to be of good gravel ten (10) inches in depth. The said bridge over the railroad shall have a roadway not less than twenty (20) feet in width in the clear between the trusses and shall be supported on abutments of suitable masonry. The superstructure of said bridge is to consist of wrought iron

trusses with hard pine under floor and spruce plank-wearing surface. Substantial wooden fences not less than three feet and six inches high shall be built upon both sides of said roadway. We specify the land or other property included in said location of said new way and lying outside of the location of said railroad as the land or other property we deem necessary to be taken. We determine that the Boston and Albany Railroad Company shall build the bridges and their abutments and do all the work herein ordered to be done. We decide and determine that the Commonwealth shall pay twenty-five per cent of the total actual cost of the alterations, including the cost of the hearing and the compensation of the commissioners and auditors for their services and expenses and all damages, including those mentioned in section five of said Chap. 428 of the Acts of 1890 as amended by Chap. 123 of the Acts of 1891, and that the town of Palmer shall pay ten per cent thereof. We decide and specify that those portions of said Palmer and Brimfield Road which lie within the location of said railroad at said Blanchard's Crossing and at said Tenney's Crossing, and that that portion of said road leading from the Carpet Mill to Tenneyville which lies within the location of said railroad shall be discontinued upon the completion of the work herein ordered. We file herewith two plans as parts of our decision, showing the alterations herein decided upon, one of which is entitled "Separation of Grades at Blanchard's Crossing Palmer," and the other is entitled "Separation of Grades at Tenney's and Breckinridge's Crossings, Palmer," both being dated July, 1892, and signed by Walter Shepard, Asst. Engineer. The charges of the Commissioners for services and expenses are as follows: For each of the Commissioners one hundred dollars.

Dated this day of July, 1892.

James B. Richardson,

Joseph Bennett,

Henry G. Taft.

Decree of the Court.

In this case the decision of James B. Richardson, Joseph Bennett, and Henry C. Taft, commissioners in regard to the above named crossings in the Town of Palmer, and said County, having been heretofore duly returned and filed in this Court, and the same having been considered, and a certificate of the Railroad Commissioners having heretofore been filed in this case, certifying that in their judgment the expenditure on the part of the Commonwealth for the current year under said certificates and previous certificates issued under Section 11 of Chapter 428 of the Acts of

June Meeting, 1892.

1890, will not exceed the amount provided for in said Acts, it is hereby ordered, adjudged and decreed that said decision be and the same hereby is confirmed, and the findings thereof adopted.

Sept. 1, 1892. Elisha B. Maynard, J. S. C.

True copies.

Attest: ROBERT O. MORRIS, Clerk.

(L. S.)

The following persons are allowed the sums set against their names for damages to lands taken for highways, amounting to the sum of two hundred and seventy-five dollars, and the same are ordered to be paid from the County Treasury.

Land Damages.

To E. D. Dickinson on petition of John O. Roberts et als.	\$100.00
To L. B. Dickinson (on same petition)	100.00
To M. B. Lambson (on same Petition)	<u>75.00</u>
	\$ 275.00

The sum of nine hundred and fifty-five dollars and eighty cents is allowed for damages and other expenses incurred under the Statutes relative to Dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Sheep Damages.

\$955.80

Hampden, ss. Sept. 10th, 1892.

Judgment is entered up according to reports &c., and all matters not acted upon are ordered to be continued, and this meeting is adjourned without day.

Attest: Robert O Morris Clerk.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners, begun and holden at Springfield, within and for the County of Hampden, on the first Tuesday of October, being the fourth day of October, and by adjournment on the first and eleventh days of November, and on the sixth, twelfth and thirteenth days of December, in the year of our Lord one thousand eight hundred and ninety-two.

Present, Leonard Clark, Esq., Chairman,	} County
Lewis F. Root, Esq.	
Harvey D. Bagg, Esq.	

Edgar Bryant and
others, Petrs. for
alteration or dis-
continuance of road
in Westfield.

To the Honorable Board of County Commissioners for the County of Hampden:-

Respectfully represent the subscribers that they are inhabitants of Westfield, in said County,- that a certain roadway running from Pochassic Street northerly adjoining the premises of one Geo. O. Hill to Parker Avenue and within a short distance of the intersection of said Pochassic Street and Parker Avenue in said Westfield should be widened, monumented or discounted. Wherefore your petitioners pray that after due notice to all parties in interest your Honorable Board will view the premises and make such order relative to the matter of widening, monumenting or discontinuing as the circumstances in the case require.

Dated at Westfield this 23rd day of September, A. D. 1890.

Edgar Bryant and others, Petrs.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the first Tuesday of October, in the year of our Lord one thousand eight hundred and ninety, and was continued from meeting to meeting, to this meeting, and due proceedings having been had thereon, the County Commissioners file the following Location Report, to wit:

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Nov. 1st, 1892.

On the Petition of Edgar Bryant and others, praying for a highway to be altered or discontinued in Westfield,- It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners, did,

14. For Plan, See Book
of Plans, Page 154.

on the tenth day of November, A. D. 1890, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be located anew. And at the time of said view, after adjudicating as aforesaid, said Commissioners appointed the 28th day of June, 1892, as the time when they would proceed to locate anew said highway, and gave due notice as the law directs. And now said Commissioners locate said highway in the manner following: Commencing at an iron rod in the northerly side of Pochassic Street and 60 feet northerly from a brown stone monument in the edge of said street; thence running N. 30° 45' E. 113.48 feet to an iron rod in the southerly side of Parker Avenue. The location is on the easterly side of the above described line is 74 1-2 feet wide at its widest part at right angles to said line. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to-wit: To Franklin Leonard, \$100.00 to be paid to them out of the County Treasury, when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway. And the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners. Lewis F. Root, Esq., County Commissioner, being disqualified on account of residence, Benjamin F. Burr, Esq., Special Commissioner, was called in, and acted in his stead.

Leonard Clark,	}	County
Harvey D. Bagg,		Commissioners.
Benjamin F. Burr,	}	Special
		Commissioner.

Hampden, ss. County Commissioners' Meeting, Nov. 1st, A. D. 1892.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: ROBERT O. MORRIS, Clerk.

Orlando Breckenridge
and others, Petrs.

for specific re-
pairs of highway
in Westfield.

20.

For Plan, See Book
of Plans, ¹Page 146-
150

To the Honorable Board of County Commissioners of Hampden County,
Massachusetts.

The undersigned legal voters and tax payers in Westfield represent that the highway leading westerly from the point in the Southwick road, so-called, just southerly from Cowles' bridge, so-called, to and past the house of Orlando Breckenridge and to the highway leading Northerly from said road at the corner of the land of O. W. Sanford is narrow, crooked, out of repair, not monumented, and the location thereof is uncertain. That public convenience and necessity require that the said highway between said points at Cowles' bridge and said Sanford's house be straightened, widened, monumented, repaired, rebuilt and located anew, the Selectmen having refused. Wherefore your petitioners pray your Honorable Board after such notice to all parties in interest as seems to your Honorable Board to be necessary, that you will view the premises and make such orders and decrees with reference to the straightening, widening, monumenting, rebuilding, repairing and locating anew of the said way as seems to be required and as to law and justice may appertain.

Westfield, Mass., May 16th, 1892.

Orlando Breckinridge and others.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the second Tuesday of April, in the year of our Lord one thousand eight hundred and ninety-two, when the Commissioners deeming a view of the premises expedient, appointed Tuesday, the twenty-eighth day of June then next, and ten o'clock in the forenoon, at the station of the Boston and Albany R. R. Co., in Westfield, as the time and place for viewing the premises and hearing all parties interested; and caused a copy of said petition to be served upon the clerk of the town of Westfield being the town within which such relocation is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Daily Union, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the

time and place for commencing said view. And on the said twenty-eighth day of June, the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same and heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, and no person interested objecting thereto, said Commissioners did then and there adjudge that said Selectmen had unreasonably neglected and refused to relocate said highway and that common convenience and necessity require that the prayer of the petition be granted, and said Commissioners continued the proceedings in said matter to their next regular adjourned meeting, and so from meeting to meeting until this first day of November, A. D. 1892, when said Commissioners do proceed to relocate said highway as follows, to wit: Description of relocation of road in Westfield from Orlando Breckinridge's to Little River Bridge. Commencing at a stone at the intersection of the South side of new location with the east side of the Fox District Road, opposite Orlando Breckinridge's house; thence running N. $85^{\circ}24'$ E. 478.28 feet to a stone; thence N. $64^{\circ}06'$ E. 464.57^{feet} to a stone on land of Mrs. James Atkinson; thence N. $73^{\circ}51'$ E. 1034.19 feet to a stone in front of house on the Geo. Williams estate. Thence S. $80^{\circ}34'$ E. 1401.54 feet to a stone on land of Henry Semke; thence by a curve of $4^{\circ}35'24''$ to the right, radius 1248.57, 440.09 feet to a stone on land of William Warren; thence S. $60^{\circ}22'$ E. 862.49 feet to a stone west and near James Delacey's house thence S. $68^{\circ}14'$ E. 712.77 feet to a stone at the intersection of the described line with the west side of the Southwick road over the bridge. The road is laid 50 feet wide northerly of the described line.

Specifications for building road from Cowles' Bridge in Westfield to Orlando Breckinridge's.

All work shall be done in a substantial manner and subject to the approval and acceptance of the county commissioners.

ALIGNMENT and GRADES. The road shall be built strictly according to the plans and grades as located by the County Commissioners and on file in the County Clerk's office.

CLEARING AND GRUBBING. All tress or brush shall be cleared to a distance of fifteen feet on each side from the center line and all trees shall be grubbed where the embankment does not exceed one foot in height. And the parties have until April 1st, 1893, for removing their buildings, wood, timber or trees. The road bed shall be eighteen feet wide exclusive of gutters, through-out the whole length of the work. Proper ditch-

es and culverts shall be made at such points as may be deemed necessary by the County Commissioners. Slopes shall be graded one and one-half feet horizontal to one foot perpendicular. A bridge shall be built at Station 28 — 30 at the height of profile grade. The masonry of the abutments to be broken range work laid in cement. The superstructure to be of iron or steel with a clear span of 12 feet and a width of 20 feet wide in clear and able to stand a rolling load of 100 lbs. to the square foot. Bridge to have a suitable railing.

RAILING. On high banks and steep slopes a suitable railing shall be put up to insure safety; the space between railing to be eighteen feet in clear, and the embankments where railing is required to be graded 22 feet wide, — road bed to be crowned six inches. The travelled part of the road shall be hardened to a depth of nine inches with suitable material. The whole work to be done strictly according to the above specifications and subject to the approval of the County Commissioners.

And it is ordered by said County Commissioners, that the inhabitants of said town of Westfield, shall, on or before the first day of July, 1893, complete and finish the same. And said Commissioners having heard the proprietors of said land, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

To the Estate of George Williams,	\$100.00
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to be paid to said Estate out of the County Treasury, when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway.

Lewis F. Root, Esq., County Commissioner, being disqualified on account of residence, Benjamin F. Burr, Esq., Special Commissioner, was called in and acted in his stead.

Harvey D. Bagg,	}	County
Leonard Clark.		Commissioners.
Benjamin F. Burr,	}	Special
		Commissioner.

All of which, by the report of said Commissioners filed among the proceedings on the aforesaid petition, fully appears. And now, the said report being read and considered, is accepted, and the road established as and for a public highway.

Oct. Meeting, 1892.

To the County Commissioners of the County of Hampden:-

The undersigned residents and legal voters of the town of Wilbraham and Ludlow, in said County, respectfully represent that so much of the highway in said town leading past the passenger station on the Boston and Albany railroad in the village of North Wilbraham, in said Wilbraham, towards Palmer as lies between Chapel Street, in said village, and the passage under said railroad is narrow, crooked and dangerous, and to render the same safe and convenient ought to be widened and straightened by removing a portion of the bank of earth on the northerly side thereof, especially at the point near the passage under said railroad.

We therefore pray that you will view said premises, and after such notice and hearing as may be deemed proper make such alteration in the portion of said highway above described as in your judgment the public convenience and necessity may require.

Dated June 27th, A. D. 1892.

Joseph Baldwin and others, Petrs.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-two, and was continued to this meeting, and due proceedings having been had thereon, the County Commissioners file the following Location Report, to wit:

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Nov. 1st, 1892.

On the Petition of Joseph Baldwin and others, praying for a highway to be altered in North Wilbraham, It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the tenth day of August, A. D. 1892, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated. And at the time of said view, after adjudicating as aforesaid, said Commissioners appointed the eighth day of October, 1892, as the time when they would proceed to relocate said highway, and gave due notice as the law directs. And now said Commissioners relocate said highway in the manner following: Commencing at a gas pipe about 12.5 feet westerly from the face of the west abutment and in the southerly line of the B. & A. R.R. location and running thence southwesterly by a curved line to the right (the radius of which is 50.55 feet) 68.08 feet measured on the curve of five foot chords, there being 13 five

Joseph Baldwin
and others, Petrs.
for alteration
of highway in
Wilbraham and Lud-
low.

21.

For Plan, See
Book of Plans, ¹
Page 151.

foot chords and one of 1.69 feet, to a gas pipe in the present location, the long chord being 63.05 feet. The chord connecting the two points bearing S. 50° 21' W. and 63.05 feet long. The beginning and end of the curve being tangent to the present location. The extreme width of location being 14.09 feet southerly of the described line and extending to the present location. Slopes to be graded one and one-half feet horizontal to one foot perpendicular. The top of the slope to be in line of the stakes now set on the curve, and graded to the depth of six inches below the travelled path at the foot of slope, and to be completed on or before November 30, 1892. Further reference to plan can be had at the County Clerk's office. And the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners. Leonard Clark Esq., County Commissioner, being unable to attend, Benj. F. Burr, Esq. Special Commissioner, was called in, and acted in his stead.

L. F. Root,
Harvey D. Bagg

} County
} Commissioners.

Benj. F. Burr,

} Special
} Commissioner.

Hampden, ss. County Commissioners' Meeting. Nov. 1st, A.D. 1892.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:

Robert O. Morris, Clerk.

Oscar F. Brown et
als. Petrs. to lay
out townway and lay
out a new highway
in Brimfield.

23.

To the County Commissioners for the County of Hampden.

Respectfully represent the undersigned inhabitants of the town of Brimfield, in said County, that by a petition in writing bearing date June 4th, 1892, they, with other inhabitants of said town, requested the road commissioners of said town to widen, alter, repair, and improve the town way in said Brimfield leading from near the house of Ann Jeanette Gould to near the house of Orrin Hicks; and to lay out and locate a new town way from near the house of said Hicks to a point on the road leading from Brimfield to Warren between the house of Arthur B. Brown and the road or lane leading from said Brimfield and Warren road to the house of John W. S. Wetherell; that said road commissioners have unreasonably refused and neglected to widen, alter, repair, or improve said first named road and to lay out and locate said new road as requested, and have unreasonably refused and neglected to take any action under said

petition. Wherefore your petitioners being aggrieved by such refusal and neglect, hereby within one year thereafter, petition in writing your honorable board to cause said first named town way to be widened, altered and improved as aforesaid, and said new way to be laid out and located, to ascertain the place and course of the same, and to estimate the damages sustained by any person by reason thereof.

Dated at Brimfield, July 29th, 1892.

Oscar F. Browne and others, Petrs.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for the County of Hampden, on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-two, when the Commissioners appointed a time and place for a view of the premises and a hearing, and this petition was continued to this meeting, and now, it is ordered that said petition be dismissed without costs.

To the County Commissioners of the County of Hampden.

We the undersigned, your petitioners, respectfully represent, that a section of the highway leading from Westfield to Chicopee, beginning at an angle in the road near the crossing of Block Brook in West Springfield and running to near the house of Henry Pease in said West Springfield is hilly, crooked and in some places narrow. We therefore pray your Honorable body to view the premises and take such action therein as the public good may seem to you to require.

R. W. Cartter and others.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for the County of Hampden, on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-two, when the Commissioners deeming a view of the premises expedient, appointed Tuesday, the eleventh day of October then next, and ten o'clock in the forenoon, at the house of Norman T. Smith in West Springfield, as the time and place for viewing the premises and hearing all parties interested; and caused a copy of said petition to be served upon the clerk of the town of West Springfield, being the town within which such relocation is prayed for, thirty days at least before the time appointed for said view; and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said town; and also gave notice to all persons interested by

R. W. Cartter et
als. Petrs. for
alteration of high-
way in West Spring-
field.

25.

For Plans, See
Book of Plans,
Pages 152 and 153.

causing a copy of said petition to be published three weeks successively in the Springfield Morning Union, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said view; and before said view was had, said Commissioners gave notice in like manner as described in the foregoing notice of the petition, to all persons interested, of the time and place for commencing said view. And on the said eleventh day of October, the Commissioners met at the time and place appointed, and proceeded to view the premises, and having viewed the same and heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, and no person interested objecting thereto, said Commissioners did then and there adjudge and determine that common convenience and necessity require that the prayer of the petition be granted, and said Commissioners continued the proceedings in said matter to their next regular adjourned meeting, and so from meeting to meeting until this first day of November A. D. 1892, when said Commissioners do proceed to relocate said highway as follows, to wit: Commencing at a stone monument on the easterly side of road nearly opposite Henry Pease's house, - at this point said layout is 70 feet wide on the westerly side: thence running S. $43^{\circ} 11'$ W. 188.30 feet to a stone monument. At this point said layout is 50 feet wide on the westerly side; thence S. $37^{\circ} 30'$ W. 345.80 feet to the Amostown road. The last course, the layout is 50 feet wide on the westerly side.

(Description of location of new road in the Town of West Springfield from the Amostown Road to the Bear Hole Road, across the land of Norman Smith.) Commencing at a stone on the West side of the Amostown road and opposite the school lot, 50.81 feet northerly from the corner between the land of Norman Smith and Mrs. Richard Sykes; thence S. 79° W. 150.38 feet to a stone; thence S. $87^{\circ} 34'$ W. 271.03 feet to a stone; thence N. $84^{\circ} 20'$ W. 491.20 feet to a stone; thence N. $89^{\circ} 10'$ W. in the line of the Bear Hole Road. Said layout being fifty feet wide on the northerly side of the above described line. And the owners of the land, over which said highways are thus laid out, are allowed until the first day of January, next, to remove therefrom their buildings, wood, timber, or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highways have estimated the same by reason of laying out said highway from Amostown road to Bear Hole Road, to be

as follows, to wit:

To Norman T. Smith and wife, \$300.00, to be paid to them out of the County Treasury, when the land over which the highways are located shall have been entered upon and possession taken for the purpose of constructing said highway. And it is ordered by said Commissioners that the inhabitants of said town of West Springfield shall, on or before the first day of July, 1893, complete and finish the same, so that eighteen feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. If practicable, the centre of the travelled part shall be the centre of the location. The form and manner of construction shall be as follows:— All obstructions shall be removed from every part of the same to the width aforesaid, and so shaped that the centre shall be nine inches higher than the sides by a circular, curved surface; all small inequalities shall be reduced to a level, or a regularly inclined plane. Bridges shall be constructed of stone or brick; drains and sluices shall be of the same material and of sufficient capacity at all places necessary for conducting away the water; and durable stone or iron monuments shall be placed at each end, and at each angle, in said described line. Where excavations are necessary, the slope of the banks on the sides shall not exceed one foot perpendicular, to one and one-half feet horizontal. Railings shall be erected at all steep and dangerous places; and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners. Harvey D. Bagg, County Commissioner, being disqualified on account of residence, and Leonard Clark, County Commissioner, being absent, Benj. F. Burr, and Wm. H. Brainerd, Special Commissioners, were called in, and acted in their stead.

L. F. Root, } County
Commissioner.

B. F. Burr, } Special
W. H. Brainerd, } Commissioners.

Hampden, ss. County Commissioners' Meeting, Nov. 1st, A. D. 1892.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: ROBERT O. MORRIS, Clerk.

Wm. Warren and
others, Petrs. for
alteration of high-
way in Southwick
and Westfield.

26.

To the County Commissioners of the County of Hampden.

Respectfully represent the undersigned citizens and legal voters of the town of Southwick and Westfield in said County, that the road from the foot of the hill, north of the house of George B. and Oliver B. Loomis in said Southwick (Loomis street so-called) and running northerly to the house of O. W. Sanford in said Westfield and the house occupied by him- is narrow, crooked, hilly and without monuments and drifts badly in the winter: Wherefore your petitioners request your honorable body to view the premises, widen, straighten or new locate said road and discontinue such parts of the highway as may be useless; or make such alterations and improvements as shall appear to your honors necessary. And your petitioners as in duty bound will ever pray.

August 27, 1892.

William Warren and others.

The foregoing petition was entered at a meeting of said County Commissioners, holden at Springfield, within and for said County, on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-two, when the County Commissioners appointed a time and a place for a view of the premises and hearing, and said petition was continued to this meeting, and now, it is ordered that said petition be dismissed without costs.

The Mittineague
Paper Co., Petr. to
construct private
Railroad in West
Springfield.

27.

To the County Commissioners for the County of Hampden:

Respectfully represents the MITTINEAGUE PAPER COMPANY, a corporation established by law and having its usual place of business in West Springfield, in said County, that it desires to construct in said Town of West Springfield a railroad for private use in transportation of freight by the use of horse or steam power, as follows:-

Commencing on land of the Boston and Albany Railroad Company at a point distant about one hundred (100) feet easterly from the easterly line of Bridge Street, so-called, and running thence in a southwesterly direction across land of the Agawam Paper Company, and across said Bridge Street to and upon its own land, the track of said railroad where it crosses said Bridge Street to be about twenty (20) feet southerly from the switch track now located across said street. That your petitioner has obtained the consent of the Selectmen of said Town of West Springfield to the crossing of said highway by said railroad, and that said Selectmen have allowed steam power to be used on said railroad, and your petitioner

has accordingly laid out said railroad across said highway. Wherefore your petitioner prays that your Honorable Board will judge that public necessity requires the crossing of said highway at the same level, and make the decree specially to authorize and require said Mittineague Paper Company to construct its said railroad as shall be prescribed in said decree.

West Springfield, October 4, 1892.

Mittineague Paper Co.

(L.S.)

H. A. Moses, Treas.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for the County of Hampden, on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-two, when it was ordered that notice be given that the County Commissioners would meet for the purpose of hearing all parties interested, at the office of the of the Mittineague Paper Company, in West Springfield, in said County, on Tuesday, the eleventh day of October, then current, at one o'clock P. M.; and it was ordered that all persons and corporations interested therein be notified, by publishing a copy of said Petition and this Order thereon, in the Springfield Morning Union, a public newspaper printed in said County, said publication to be six days at least before the time of said hearing. And this petition was continued to this meeting, and now, the following final decree is filed in the case, to wit:

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Nov. 1st, 1892.

Upon the Petition of the Mittineague Paper Company, a corporation established by law and having its usual place of business in West Springfield, in said County, to cross at grade, Bridge Street in said West Springfield:-

It appearing that public necessity requires that the prayer of said petition should be granted, and that the Board of Railroad Commissioners have, in writing, consented to said crossing at level, it is hereby decreed that the said Company be specially authorized to construct its said railroad over said highway at the same level.

Harvey D. Bagg, Esq., County Commissioner, being disqualified on account of residence, and Leonard Clark, Esq., County Commissioner, being absent, Benjamin F. Burr and William H. Brainerd, Esquires, Special Commissioners, were called in, and acted in their stead.

L. F. Root

} County
Commissioner.

B. F. Burr,

(L.S.)

W. H. Brainerd,

} Special
Commissioners.

Springfield Street
Railway Co. Petr.
to locate tracks
and run Electric
Cars over North End
Bridge.

To the County Commissioners of the County of Hampden:-

The Springfield Street Railway Company respectfully petitions your honorable board to grant it a location for its track upon and across the bridge over the Connecticut River between Springfield and West Springfield, known as the North End Bridge, such location to be used by it in connection with locations petitioned for in West Street in said Springfield and in Park Street in said West Springfield; and said Company further petitions your honorable board to grant it permission to equip and operate such location over said bridge with electricity as a motive-power, and permission to place and maintain on said bridge such structures and apparatus as may be necessary for that purpose.

Springfield, October 10th, 1892.

Springfield Street Railway Company,

by John Olmsted, President.

The foregoing petition was entered at a meeting of said County Commissioners, holden at Springfield, within and for the County of Hampden, on the first Tuesday of October, in the year of our Lord one thousand eight hundred and ninety-two, and now, it is ordered that notice be given that the County Commissioners will meet for the purpose of hearing all parties interested at the Court House, in Springfield, in said County, on Thursday, the twentieth day of October current, at half past ten o'clock in the forenoon; and it is ordered that all persons and corporations interested therein be notified, by publishing a copy of said Petition and this Order thereon, in the Springfield Morning Union, a public newspaper printed in said County, said publication to be seven days at least before the time of said hearing. Also by causing the town of West Springfield and the City of Springfield to be served with an attested copy of said petition and this order, seven days at least before the time of said hearing. And now, to wit: on this twentieth day of October, in the year eighteen hundred and ninety-two, it is ordered and decreed that permission be, and the same is hereby granted to the Springfield Street Railway Company, to construct, maintain and operate the overhead single trolley system of motive power, so called, in the operation

of the cars with permission to use one track T rail, northern rail to be three and one-half feet from the inside of truss of the northerly side of bridge. When the bridge is replanked the said Railway Company is to pay one third of the expense of labor, plank, and joist; and the whole expense of taking up and relaying their tracks. The said Company is to provide suitable outlets for water on the north side of the bridge, and to put on five additional guard rails suitable distances apart, two above and three below present one, said company is to lay and maintain their tracks in a safe and convenient manner for the passing of teams of every description with customary loads over said rails.

Leonard Clark and Harvey D. Bagg, County Commissioners, being disqualified on account of residence, Benjamin F. Burr and Wm. H. Brainerd, Special Commissioners, were called and acted in their stead.

Dated October 20th, 1892.

L. F. Root,

} County
} Commissioner.

B. F. Burr,

Wm. H. Brainerd.

} Special
} Commissioners.

Commonwealth of Massachusetts.

To the Honorable the County Commissioners for the County of Hampden.

Petition of the Mayor and Aldermen of the City of Springfield in said County,

Your petitioners respectfully show that they are of opinion that it is necessary for the security and convenience of the public that an alteration should be made in the bridge as ordered and established by your Honorable Board by deed dated July 5th, 1892, at the crossing of the public way known as St. James Avenue in said city and the railroad of the Boston and Albany Railroad Company, and the approaches thereto and the location of said St. James Avenue so that said St. James Avenue may be straightened at said point of crossing and that the location of the abutments of said bridge as now established may be changed as may be necessary for effecting said straightening of said Avenue, and that the length of span of said bridge as now established may be increased as may be necessary to effect said straightening of said avenue, and that the width of said bridge may be increased so that the width of said road way over said bridge shall be established at not less than thirty feet in clear between trusses. Wherefore they pray that the alterations in said bridge and the approaches thereto and the location of said public

Mayor and Aldermen of Springfield
Petr. for alteration of St.

James Avenue Bridge
and approaches.

29.

For Plan, See Book
of Plans, Page 170

way necessary for the accomplishment of the above named purposes may be ordered and the manner and limits, within which they shall be made may be prescribed by your Honorable Board after due proceedings had in the premises.

Lawson Sibley,

) Mayor.

Louis C. Hyde

C. C. Margerum,

C. M. Mather,

Saml. D. Sherwood,

Frederick Harris

) Aldermen.

Benj. C. Harvey.

The foregoing petition was entered at this meeting, and now, said Commissioners cause due notice to be given to all persons and corporations interested of the time and place when and where they will meet for the purpose of viewing the premises and hearing the parties, as by said notice on file will fully appear. And now, on this eleventh day of November, in the year eighteen hundred and ninety-two, said Commissioners make return of their proceedings in the premises as follows:

The County Commissioners for said County, having given notice as the law directs, met at the Court House, in Springfield, in said County, on Tuesday, the first day of November, 1892, when the premises were examined and the parties fully heard and after due deliberation, said Commissioners decided that said alterations are necessary, and prescribed the manner and limits within which they shall be made to be as follows: Beginning at a stone bound at an angle in the present westerly line of St. James Avenue, said bound being 1084.9 feet northerly by said westerly line of St. James Avenue from a stone bound at another angle in said westerly line; thence northerly and turning to the right, or easterly in a curved line of 900 feet radius, said northerly line of St. James Avenue being described as 1084.9 feet in length being tangent to said curve, and extending 161.00 feet to a stone bound- thence northerly and turning to the left or westerly with a reversed curve with a radius of 593.64 feet with a distance of 380.77 feet, and crossing the Boston and Albany railroad to a large spike in the southeasterly side of a large Hemlock tree, said point last mentioned being in a line drawn 8.25 feet westerly and parallel to the present westerly line of said St. James Avenue, said line being the one proposed for the widening of said avenue. Said layout to be sixty-six feet wide on the easterly side of the above described line. Length of span of bridge to be such as to span five tracks on the angle as shown on plans filed in Office of Clerk of County Commissioners, with sufficient room on either side of tracks for ditches and proper clearance

of trains of Boston and Albany Railroad Company. Width of roadway in clear between trusses to be thirty feet. Bridge to be of sufficient strength to sustain a load of one hundred pounds per square foot of floor area. The approaches to said bridge are to be firmly and substantially railed.

Leonard Clark, Esq., County Commissioner, being disqualified on account of residence, Benjamin F. Burr, Esq., Special Commissioner, was called in, and acted in his stead.

L. F. Root	}	County
Harvey D. Bagg.		Commissioners.

B. F. Burr.	}	Special
		Commissioner.

Decision certified to the parties and to the Board of Railroad Commrs.

Commonwealth of Massachusetts.

Hampden, ss. At a regular adjourned meeting of the County Commissioners, held at the Court House at Springfield, Dec. 6th, 1892.

Upon a further consideration of the question of damages caused by the relocation of the highway in the town of Southwick, on petition of John O. Roberts and others, it is now ordered that an additional sum of ten dollars be paid to Florence Gutierrez for damages caused by the relocation of said highway.

(L.S.)	Leonard Clark,	}	County	
	L. F. Root,		}	Commissioners.
	Harvey D. Bagg,			

Commonwealth of Massachusetts.

Hampden, ss.

At a regular adjourned meeting of the County Commissioners held at the Court House at Springfield, Dec. 13th, 1892.

Upon a further consideration of the question of damages caused by the relocation of the highway in the town of Westfield on petition of Edgar Bryant and others, it is now ordered that an additional sum of one hundred dollars be paid to Franklin Leonard for damages caused by the alteration of said highway.

(L.S.)	Leonard Clark	}	County	
	L. F. Root,		}	Commissioners.
	Harvey D. Bagg.			

Additional Damages
Petition of John
O. Roberts and
others.

Additional Damages
Petition of Edgar
Bryant and others.

Letter of resignation
of James E.
Russell, Register
of Deeds..

Springfield, Mass., Dec. 6th, 1892.

Gentlemen:-

I hereby tender to you my resignation as Register of Deeds for the County of Hampden, to take effect the first Wednesday of January next, and respectfully ask that James R. Wells of Springfield, whom I recommend as a suitable person, be appointed to fill the vacancy, until another is elected and qualified.

James E. Russell,

To the County Commissioners
of Hampden County.

Acceptance of high-
way on Petition of
John O. Roberts
and others.

Commonwealth of Massachusetts.

Hampden, ss.

The County Commissioners for the County of Hampden, having viewed and carefully examined throughout, the highways in Granville and Southwick, in said County, located and ordered upon the petition of John O. Roberts and others, and having found the same well made, constructed and completed, according to the order of the Commissioners thereon, we do hereby accept the same.

Witness our hands this thirteenth day of December, A. D. 1892.

Leonard Clark,
L. F. Root,
Harvey D. Bagg.

} County
} Commissioners.

County Treasurer
authorized to bor-
row in anticipation
of County Tax.

Commonwealth of Massachusetts.

Hampden, ss.

Regular Adjourned Meeting of the County Commissioners.

Dec. 13, 1892.

VOTED,

That WILLIAM C. MARSH, County Treasurer, be authorized to borrow on the credit of the County and in anticipation of the County Tax, a sum of money not exceeding Twelve Thousand Dollars, and to make, execute and deliver note, or notes to that amount payable during the month of October next, to the order of such Bank, Institution, Corporation, or Individual, as he, the said Marsh shall elect, and to pay interest or discount thereon at a rate not exceeding four per cent per annum.

Leonard Clark,
Lewis F. Root
Harvey D. Bagg.

} County
} Commissioners.

Oct. Meeting, 1892.

The sum of five hundred and seventy-eight dollars and ten cents, is allowed for damages and other expenses incurred under the statutes relative to Dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Sheep Damages.

\$ 578.10

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting. Dec. 13th, 1892.

In the matter of the petition of John O. Roberts and others for location of new highways in Southwick and Granville:-

ORDERED,- That the sum of SEVEN THOUSAND DOLLARS (\$7,000.) be paid from the County Treasury, to the said town of Southwick, and FIVE THOUSAND DOLLARS (\$5,000.) be paid from said Treasury, to the said town of Granville, as a part of the expenses incurred by said towns for building said highways.

Leonard Clark

L. F. Root

Harvey D. Bagg

County

Commissioners.

Allowances ordered
paid to the towns of
Southwick and Granville

Hampden, ss. Dec. 13th, 1892.

Judgment is entered up according to reports &c. and all matters not acted upon are ordered to be continued, and this meeting is adjourned without day.

Attest:-

Robert A. Morris Clerk.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners, begun and holden at Springfield, within and for the county of Hampden, on the fourth Tuesday of December, being the twenty-seventh day of said month, in the year of our Lord one thousand eight hundred and ninety-two.

Present, Leonard Clark, Esq., Chairman,	} County Commissioners.
Lewis F. Root, Esq.,	
Harvey D. Bagg, Esq.,	

and by adjournment on the fourth and twenty-seventh days of January, the third and seventh days of February, and on the seventh, twenty-first and twenty-eighth days of March,

Present, Lewis F. Root, Esq., Chairman,	} County Commissioners
Leonard Clark, Esq.,	
Harvey D. Bagg, Esq.,	

and on the fourth day of April, in the year of our Lord one thousand eight hundred and ninety-three.

Present, Leonard Clark, Esq.,	} County Commissioners.
Harvey D. Bagg, Esq.,	

Harvey D. Bagg of West Springfield, having been declared by the Board of Examiners, elected County Commissioner for the term of three years, and having been duly sworn, appears on said fourth day of January, and the Board, consisting of Leonard Clark, Lewis F. Root, and Harvey D. Bagg, Esquires, proceed to the choice of a Chairman. The whole number of votes cast is three, of which, Lewis F. Root, Esq., has two, and is chosen Chairman of the Board for the year ensuing.

Decision and Decree

Armory St. Crossing.

Petition of the
Mayor and Aldermen
of the city of
Springfield.

For Plan, See Book
of Plans, Page 145.

Commonwealth of Massachusetts.

Hampden, ss.

No. 4, In Equity.

Superior Court.

FINDING AND REPORT OF THE COMMISSION UPON A RECOMMITMENT OF
SAID PETITION AND OF A REPORT THEREON MADE.

Whereas, in the above matter, at the Superior Court holden for said county on the eleventh day of October, A. D. 1890, we, William P. Strickland, Augustus W. Locke and Morris Schaff were appointed a Commission under the provisions of Chapter 428 of the Acts of 1890 of said Commonwealth, to act upon said petition, and

Whereas, after due notice, hearing and consideration the said Commission filed its report and finding in said Superior Court on the tenth day of October, A. D. 1891, as on file therein, and

Whereas, upon the motion of said petitioners, on the thirteenth day of July, A. D. 1892, the said petition and report were by said Superior

Court ordered to be recommitted to said commission for further hearing and consideration, and

Whereas, after due notice to all parties interested as appears by our order and the return of service thereof now on file in said Court, a further and public hearing was held before said Commission in pursuance of said order of recommitment, at the Court House in Springfield in said County of Hampden on the fifteenth day of September, A. D. 1892, at eleven o'clock in the forenoon when the parties in interest appeared, - the petitioners by Edward A. Baker, Esquire, the City Solicitor of said Springfield, the Commonwealth by Charles N. Harris, Esq., Assistant Attorney General and the Boston and Albany Railroad Company by its attorney, Samuel Hoar, Esq., and upon hearing had, it appearing that the Attorney General representing the Commonwealth, the said Boston and Albany Railroad Company, and the said petitioners, being all the parties in interest, had agreed upon a plan for the abolition of said grade crossing.

NOW, after a careful consideration of the evidence, plans and arguments brought before us, we make this amended and final report and in the matter of said petition we now find and decide as follows, to wit:

FIRST, We decide that alterations in the said Armory Street crossing and in the approaches thereto so as to avoid a crossing at grade are necessary for the security and convenience of the public.

SECOND: We hereby prescribe the manner and limits within which said alteration shall be made, as follows:-

The grade of the said Armory Street shall be raised so that the said Armory Street shall pass over the tracks lying within the location of the Boston and Albany Railroad Company by a suitable bridge with a clear headroom of not less than twenty (20) feet between said tracks and said bridge, and over the tracks lying within the location of the Springfield and Northeastern Railroad now operated by the New York and New England Railroad Company, by a suitable bridge with a clear headroom of not less than eighteen (18) feet between said tracks and said bridge. The location and grade of said tracks are not changed under this order. The faces of the abutments of the said bridge over the tracks of the Boston and Albany Railroad Company shall be forty-one and twenty-five one-hundredths (41 25-100) feet each side of the center line of location of said company's railroad measured at right angles to the same at the level of the track, and the face of the northerly abutment of said bridge over the tracks operated by the New York and New England Railroad Company shall be twenty-five (25) feet from the center line of location of the

location of the Springfield and Northeastern railroad and the face of the southerly abutment of said bridge shall be thirty-three (33) feet from from center line of location. The said bridges shall be of iron, properly painted and shall be supported on stone abutments with a good coursed ashlar face properly tied to a rubble backing, all laid in hydraulic cement mortar, and so designed and constructed as to properly sustain the said bridge and the adjacent embankments. The total width of each of said bridges, from outside to outside, shall be forty-three and five-tenths ($43 \frac{5}{10}$) feet. There shall be a sidewalk six (6) feet wide on the westerly side of each of said bridges with a substantial iron railing on the westerly side of the sidewalk. The superstructure of said bridges shall consist of wrought iron plate girders with a layer of southern line three inches thick properly supported for under floor, and a layer of spruce plank two inches thick properly supported for the sidewalks. The said girders shall be placed, one between the driveway and sidewalk and one on the easterly side of the driveway. The said bridges shall be so proportioned as to carry properly and safely, besides the weight of the bridge, a live load of one hundred (100) pounds to the square foot of surface of driveway and sidewalk with a factor of safety of not less than four (4) and without causing any undue strain on any part of the structures. And suitable provision shall be made to resist strains resulting from wind pressure. And said bridges shall be so constructed as to admit of the convenient construction hereafter of a sidewalk on the east side thereof. The elevation of the grade of said Armory Street at the northerly side of the said bridge over the tracks of the Boston and Albany Railroad shall be made one hundred and seventy-seven and seventeen one-hundredths ($177 \frac{17}{100}$) feet above the city datum plane and there shall be a level grade northward from said bridge for a distance of four hundred and seven and five-tenths ($407 \frac{5}{10}$) feet until said new grade of said Armory Street shall intersect the present grade. From the northerly side of said bridge over the tracks of the Boston and Albany Railroad to the northerly side of the bridge over the tracks operated by the New York and New England Railroad Company the grade shall rise at a rate of three and thirty-eight one-hundredths ($3 \frac{38}{100}$) feet per hundred (100) feet, thence the grade shall be level for a distance of three hundred and sixty (360) feet until said new grade meets the present surface of Armory Street. — The grade of Summer Street shall be raised at its junction with said Armory Street to meet the new grade of said Armory Street, and shall descend westward for

a distance of two hundred and eighty (280) feet at the rate of three (3) feet per hundred (100) feet until said new grade meets the present surface of said Summer Street. The several approaches to said bridges on said Armory Street and said Summer Street shall consist of earth embankments with slopes of one and one-half feet horizontal to one foot perpendicular. They shall be graded to a width of forty-five (45) feet on top and shall be covered with good gravel to a depth of ten (10) inches. There shall be a roadway thirty-six (36) feet wide and a sidewalk six (6) feet wide, with shoulders eighteen inches wide on each side of the embankment and outside of the railings hereinafter ordered. The sidewalk on Armory Street is to be on the westerly side of the street and its westerly line is to be coincident with the present westerly line of the street. The sidewalk on Summer Street is to be on the northerly side of the street and its northerly line is to be coincident with the present northerly line of the street. All of said approaches shall have good and substantial iron railings with suitable stone supports on each side thereof; in the case of Armory Street, one on the westerly line of the street and one near the easterly edge of the embankment distant forty-two (42) feet from the westerly line of the street, and in the case of Summer Street, one on the northerly line of the street and one near the southerly edge of the embankment distant forty-two (42) feet from the northerly line of the street. The gravel filling may be sloped beyond the limits of said Armory Street and of said Summer Street so far as it is necessary to hold the embankments, and for this purpose the following parcels of land are hereby taken, being bound and described as follows:- viz: (A.) A parcel of land supposed to belong to S. Alice Swasey and others beginning at the point where the line between land of said Swasey and others and land of Orrin R. Wood intersects the easterly boundary of Armory Street thence northerly along said Armory Street 142 $\frac{94}{100}$ feet to a stake. Thence southeasterly making an interior angle of 4 degrees 32 minutes and 30 seconds with the last above mentioned line and diverging easterly therefrom, 109 $\frac{52}{100}$ feet to a stake. Thence southeasterly making an interior angle of 176 degrees 54 minutes and 30 seconds with the last above mentioned line 30 $\frac{95}{100}$ feet to land of Orrin R. Wood. Thence westerly along land of said Wood 9 $\frac{87}{100}$ feet to Armory Street at the place of beginning and containing 767 square feet more or less. (B.) Also a parcel of land supposed to belong to Orrin R. Wood beginning at the intersection of the easterly line of Armory Street with the northerly line of location of the Boston

and Albany Railroad thence northerly along Armory Street 125 70/100 to a stake. Thence northerly along said Armory Street 110 6/100 feet to the land of S. Alice Swasey and others. Thence northeasterly along land of S. Alice Swasey and others 9 87/100 feet to a stake. Thence southerly making an interior angle of 74 degrees 50 minutes with the last above named line 51 58/100 feet to a stake. Thence southeasterly making an interior angle of $206^{\circ} 16'$ with the last mentioned line 58 30/100 feet to a stake. Thence southeasterly making an interior angle of $178^{\circ} 40'$ with the last above mentioned line 113 10/100 feet to the northerly line of location of the Boston and Albany Railroad. Thence westerly along said location line 38 57/100 feet to the place of beginning containing 6516 square feet more or less. (C.) Also a parcel of land supposed to belong to Gurdon Bill beginning at the point where the westerly line of Armory Street intersects the northerly location line of the Boston and Albany Railroad; thence northwesterly along Armory Street 143 22/100 feet to a stake. Thence northerly along Armory Street 264 59/100 feet to a stake. Thence southwesterly diverging to the westward of the last above mentioned line and making an angle of 10 degrees 1 minute and 45 seconds with it 86 85/100 feet to a stake. Thence southerly making an interior angle of 168 degrees 59 minutes with the last above mentioned line 126 53/100 feet to a stake. Thence southerly making an interior angle of 184 degrees 8 minutes and 15 seconds with the last above mentioned line 56 64/100 feet to a stake. Thence southerly making an interior angle of 156 degrees 0 minutes and 15 seconds with the last above mentioned line 52 62/100 feet to a stake. Thence southerly making an exterior angle of 152 degrees 39 minutes and 15 seconds with the last above mentioned line 42 37/100 feet to a stake. Thence southeasterly making an interior angle of 149 degrees 45 minutes with the last above mentioned line 54 63/100 feet to the northerly location line of the Boston and Albany Railroad. Thence easterly along the said location line 47 44/100 feet to the place of beginning and containing 8130 square feet more or less. (D.) Also a parcel of land supposed to belong to the Hampden Paint and Chemical Company beginning at the point where the easterly line of Armory Street intersects the southerly location line of the Boston and Albany Railroad. Thence Southeasterly along Armory Street 215 49/100 feet to the southwestern corner of the said Paint Company's land where it joins the land of the Springfield and North Eastern Railroad now operated by the New York and New England Railroad Company. Thence easterly along the land of said Springfield and

North Eastern Railroad 32 $\frac{1}{100}$ feet to a stake. Thence northwesterly making an interior angle of 88° and $25'$ with the line last above mentioned 220 $\frac{21}{100}$ feet to the southerly location line of the Boston and Albany Railroad. Thence westerly along the said location line 32 $\frac{23}{100}$ feet to the place of beginning and containing 6971 square feet more or less. (E.) Also a parcel of land supposed to belong to the New York and New England Railroad Company beginning at the point where the westerly line of Armory Street intersects the southerly line of location of the Boston and Albany Railroad. Thence Southerly along Armory Street 199 $\frac{59}{100}$ feet to the land of the said Springfield and North Eastern Railroad. Thence westerly along land of said Springfield and North Eastern Railroad 35 $\frac{89}{100}$ feet to a stake. Thence northerly making an interior angle of 89° $1'$ with the last above mentioned line 103 $\frac{3}{100}$ feet to a stake. Thence northerly making an interior angle of 188° $21'$ with the line last above mentioned 91 $\frac{36}{100}$ feet to the southerly location line of the Boston and Albany Railroad. Thence easterly along the said southerly location line 40 $\frac{78}{100}$ feet to the place of beginning and containing 6833 square feet more or less. (F.) Also a parcel of land supposed to belong to the Hampden Paint and Chemical Company beginning at the point where the easterly line of Armory Street intersects the southerly line of land of the said Springfield and North Eastern Railroad. Thence easterly along Armory Street 222 $\frac{40}{100}$ feet to a stake. Thence northerly diverging to the eastward of the last above mentioned line and making an interior angle of 4° $49'$ with it 110 $\frac{3}{100}$ feet to a stake. Thence northerly making an interior angle of 179° $14'$ with the last above mentioned line 112 $\frac{61}{100}$ feet to the land of the said Springfield and North Eastern Railroad. Thence westerly along the land of the said railroad 17 $\frac{26}{100}$ feet to the place of beginning and containing 1998 square feet more or less. (G.) Also a parcel of land supposed to belong to the New York and New England Railroad Company beginning at the point where the westerly line of Armory Street intersects the northerly line of Summer Street. Thence westerly along Summer Street 283 $\frac{3}{100}$ feet to a stake. Thence northerly at right angles to Summer Street 4 feet to a stake. Thence northerly making an interior angle of 141 degrees 58 minutes with the last above mentioned line 29 $\frac{14}{100}$ feet to a stake. Thence easterly making an interior angle of 130° $51'$ with the last mentioned line 240 $\frac{29}{100}$ feet to a stake. Thence northerly making an exterior angle of 92° $8'$ with the last above mentioned line,

30 76/100 feet to the southerly line of the land of said Springfield and North Eastern Railroad. Thence easterly along land of said Railroad 33 66/100 feet to Armory Street. Thence southerly along Armory Street 65/100 feet to the place of beginning and containing 10120 square feet more or less. (H.) Also a parcel of land supposed to belong to the heirs of Horace Kibbe beginning at the intersection of the westerly line of Armory Street with the southerly line of Summer Street. Thence southerly along Armory Street 190 67/100 feet to a stake Thence Northwesterly diverging to the westward of the west line of Armory Street and making an interior angle of $4^{\circ} 54'$ therewith 151 45/100 feet to a stake. Thence northwesterly making an interior angle of $182^{\circ} 41'$ with the last above mentioned line 30 16/100 feet to a stake. Thence southwesterly making an exterior angle of $93^{\circ} 15'$ with the last above mentioned line 174 27/100 feet to a stake in the southerly line of Summer Street. Thence northeasterly along Summer Street 192 05/100 feet to the place of beginning and containing 2254 square feet more or less.

PLAN FILED.

We file herewith a plan as a part of our decision, showing the alterations herein decided upon, said plan being entitled as follows:

"Plan and profile to accompany finding of commission dated November 23, 1892, showing alterations ordered in the grade crossing at Armory Street in Springfield on the line of the Boston and Albany Railroad.

Third:- We decide that the Boston and Albany Railroad Company shall do all the work and furnish all the materials required by this decision.

Fourth:- We decide that the Commonwealth shall pay 25% of the total actual cost of the alterations, including the cost of the hearing and the compensation of the commissioners for their services and their expenses amount to the sum of \$1,456.50 and also the auditors for their services and their expenses and all damages including those mentioned in section 5 of chapter 428 of the acts of 1890, and as amended by chapter 123 of the acts of 1891 and the city of Springfield 10% thereof.

Wm. P. Strickland,

A. W. Locke,

Morris Schaff.

} Commissioners.

DECREE OF THE COURT.

In this case the decision dated November 23rd, 1892, of Wm. P. Strickland, Augustus W. Locke and Morris Schaff, commissioners in regard to the above named crossing, in said City, having been heretofore duly

returned and filed in this Court, and the same having been considered, and a certificate of the Railroad Commissioners having heretofore been filed in this case, certifying that in their judgment the expenditure on the part of the Commonwealth for the current, under said certificate and previous certificates issued under section 11 of chapter 428 of the acts of 1890, will not exceed the amount provided for in said act, it is ordered, adjudged and decreed that said decision, except so much thereof as relates to the assessment of the amount of the services and expenses of said commissioners, be and the same hereby is confirmed, and the findings thereof, except so far as is related to said services and expenses being reserved for a further hearing upon the report of the Auditor. By the Court, Justin Dewey, Justice.

ROBERT O. MORRIS, Clerk.

True Copies.

(L.S.) Attest:

Robert O. Morris, Clerk.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Jan. 4th, A. D. 1893.

James E. Russell, Register of Deeds, having resigned, James R. Wells of Springfield, is appointed Register of Deeds until the vacancy made by the resignation of James E. Russell, be filled by a new election.

L. F. Root,	}	County
Leonard Clark,		
Harvey D. Bagg.		Commissioners.

Commonwealth of Massachusetts.

January 4th, 1893. Personally appeared James R. Wells, Esq., and took and subscribed the oaths prescribed by the Constitution of this Commonwealth and a Law of the United States, to qualify him to execute the trust reposed in him by the appointment herein certified.

L. F. Root,	}	County
Leonard Clark,		
Harvey D. Bagg.		Commissioners.

James R. Wells
appointed Register
of Deeds.

County Estimate.

Estimated expenses of the County of Hampden, for the year 1893, with the amount necessary to be raised by Tax.

For Payment of Jurors,	10,000.00
* Service of Venires,	400.00
* Officers of Courts and Meals of Jurors,	3,000.00
* Salaries of Special and County Commissioners,	2,500.00
* Salaries of Sheriff and Treasurer,	3,000.00
* Land Damages,	500.00
* Publication of Commissioners' Notices,	200.00
* Survey of Highways,	1,000.00
* Construction of Highways,	5,000.00
* Medical Examiners,	1,500.00
* Salaries of Messenger & Engineer- Court House,	1,800.00
* Record Books and Stationery,	1,000.00
* Law Library,	1,500.00
* Repairs, Court House,	2,000.00
* Fuel and Lights, Court House,	1,200.00
* Clerk of Courts,	3,500.00
* Criminal Costs,	1,000.00
* Interest on County Notes,	16,000.00
* Auditors of Court,	500.00
* Insane Cases,	1,500.00
* Truant School, less receipts,	6,000.00
* Salaries of Officers of Police and District Courts,	12,000.00
* Probation Officers,	2,700.00
At Jail and House of Correction,	
For Provisions,	8,000.00
* Clothing,	1,500.00
* Fuel and Lights,	3,500.00
* beds and bedding,	200.00
* Salaries of Officers,	6,500.00
* Board of Officers and Employees,	1,200.00
* Additions and Repairs,	3,000.00
* Instruction,	300.00
* Furniture and Utensils,	300.00
* Miscellaneous,	300.00
* Water Rents,	1,000.00
* Medicine and Medical Attendance,	500.00
Toward payment of Court House Debt, \$10,000	

Dec. Meeting, 1892.

Toward payment of Holyoke Bridge,	Forward,	115,100.00
		<u>26,000.00</u>
Total Estimate,		\$141,100.00
Deduct Estimated Receipts,		<u>11,100.00</u>
Amount called for by Tax,		\$ 130,000.00

L. F. Root,	}	County
Leonard Clark,		
Harvey D. Bagg,		Commissioners.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, January 4th, 1892.

Appraisal of
County Property.

We hereby certify that the following is a true list of the assets of the County of Hampden, December 31st, 1892, together with the appraised value thereof:

Court House Building,	200,000.00
Court House lot between Elm and State Streets,	50,000.00
Law Library,	15,000.00
Furniture and other personal property in Court House,	16,000.00
Jail and House of Correction Buildings,	255,000.00
Jail and House of Correction lot, York Street,	25,000.00
Furniture and other personal property in Jail and House of Correction,	5,600.00
Truant School Buildings,	13,000.00
Truant School lot,	2,200.00
Furniture and other personal property in Truant School,	3,000.00
Sinking Fund, Hampden County,	<u>4,629.75</u>
	\$ 589,429.75

L. F. Root,	}	County
Leonard Clark,		
Harvey D. Bagg.		Commissioners.

The County Commissioners having apportioned the moneys received under the provisions of the Statutes relative to dogs, not otherwise expended, order that the same amounting to the sum of eight thousand four hundred and eighty-nine dollars, (\$8,489.00) be paid to the treasurers of the several cities and towns of the County, in the proportions following, viz:

Dog Money refund-
ed to Towns.

To the Treasurer of Agawam,	\$ 180.83
" " " Blandford,	112.53
" " " Brimfield,	106.14
" " " Chester,	114.33
" " " Chicopee,	715.46
" " " Granville,	127.76
" " " Hampden,	120.88
" " " Holland,	24.57
" " " Holyoke,	1,416.12
" " " Longmeadow,	207.37
" " " Ludlow,	184.76
" " " Monson,	401.35
" " " Montgomery,	49.14
" " " Palmer,	473.01
" " " Russell,	111.05
" " " Southwick,	90.12
" " " Springfield,	2,657.07
" " " Tolland,	62.89
" " " Wales,	57.49
" " " Westfield,	698.27
" " " West Springfield,	450.10
" " " Wilbraham,	127.76
	<u>\$ 8,489.00</u>

County Treasurer
ordered to borrow.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Jan. 27th, 1893.

VOTED,

That William C. Marsh, County Treasurer, be authorized to borrow on the credit of the County and in anticipation of the County Tax, a sum of money not exceeding Fifteen Thousand Dollars, and to make, execute and deliver note, or notes, to that amount, payable during the month of October next, to the order of such Bank, Institution, Corporation, or Individual, as he, the said Marsh shall elect, and pay interest or discount thereon at a rate not exceeding four per cent per annum.

L. F. Root,

Leonard Clark,

Harvey D. Bagg.

} County

} Commissioners.

Commonwealth of Massachusetts.

No. 14.

Hampden, ss. County Commissioners' Meeting, Feb. 7th, 1893.

VOTED,

That William C. Marsh, County Treasurer, be authorized to borrow on the credit of the County and on account of the construction of the bridge over the Connecticut River, between Holyoke and Chicopee, called "The Willimansett Bridge," the sum of Five Thousand Five Hundred Dollars, and to execute and deliver a note to that amount payable on demand to the order of the Springfield Institution for Savings, and to pay interest or discount thereon at a rate not exceeding four per cent per annum.

L. F. Root,
Harvey D. Bagg.

} County
Commissioners.

Dec. Meeting, 1892.

County Treasurer
authorized to
borrow on acct.
of "Willimansett
Bridge."

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Feb. 7th, 1893.

VOTED,

That WILLIAM C. NARSH, County Treasurer, be authorized to borrow on the credit of the County and in anticipation of the County Tax, a sum of money not exceeding FIFTEEN THOUSAND DOLLARS, and to make, execute and deliver note, or notes, to that amount, payable during the month of October next, to the order of such Bank, Institution, Corporation, or Individual, as he, the said Marsh shall elect, and pay interest or discount thereon at a rate not exceeding four per cent per annum.

L. F. Root,
Harvey D. Bagg

} County
Commissioners.

County Treasurer
authorized to bor-
row in anticipa-
tion of County
Tax.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, March 7th, 1893.

It appearing to the County Commissioners that at the Election held on the first Tuesday after the first Monday of November last, there was a failure to elect a Special Commissioner, and they deeming it expedient and for the interest of the public, do appoint BENJAMIN F. BURR of Ludlow as a suitable person to be Special Commissioner, who shall exercise all the powers and be subject to all the disabilities which pertain to such office, under the Statutes of this Commonwealth, and the said Benjamin F. Burr shall hold his office until the first Wednesday of January, 1894.

Benjamin F. Burr,
appointed Special
Commissioner.

Lewis F. Root,
Harvey D. Bagg

} County
Commissioners.

Resolutions passed RESOLUTIONS of the County Commissioners, adopted at a Meeting, held upon the death of April fourth, eighteen hundred and ninety-three.

LEWIS F. ROOT, Whereas LEWIS F. ROOT of Westfield, a Member of the Board of County County Commissioner. Commissioners, has been removed by death,

RESOLVED, That in the death of our associate, the people of Hampden County have lost an officer whose decision of character, superior judgment and unquestionable integrity, rendered him particularly qualified to perform the duties of his office.

RESOLVED, That the Board of County Commissioners extend to the family of Mr. Root, their sincere sympathy.

RESOLVED, That these Resolutions be spread upon the records of the County, and that a Copy be sent to the family of the deceased.

RESOLVED, that as a token of respect, the Commissioners do now adjourn.

Harvey D. Bagg,

) County Commissioner.

Benjamin F. Burr,

} Special

W. H. Brainerd,

} Commissioners.

County Treasurer

Commonwealth of Massachusetts.

authorized to borrow
in anticipation of
the County Tax.

Hampden, ss. County Commissioners' Meeting, April 4th, 1893.

VOTED,

That WILLIAM C. MARSH, County Treasurer, be authorized to borrow on the credit of the County and in anticipation of the County Tax, a sum of money not exceeding FIFTEEN THOUSAND DOLLARS, and to make, execute, and deliver note, or notes, to that amount, payable during the month of October next, to the order of such Bank, Institution, Corporation, or Individual, as he, the said Marsh shall elect, and pay interest or discount thereon at a rate not exceeding four per cent per annum.

Harvey D. Bagg,

) County Commissioner.

Benjamin F. Burr,

} Special

W. H. Brainerd,

} Commissioners.

Commonwealth of Massachusetts.

No. 15.

Hampden, ss. County Commissioners' Meeting, April 4th, 1893.

VOTED,

That William C. Marsh, County Treasurer, be authorized to borrow on the credit of the County, and on account of the construction of the bridge over the Connecticut River, between Holyoke and Chicopee, called "The Willimansett Bridge," the sum of Three Thousand Dollars, and to execute and deliver a note to that amount payable on demand to the order of the Springfield Institution for Savings, and to pay interest or discount thereon at a rate not exceeding four per cent. per annum.

Harvey D. Fagg,

} County Commissioner.

Benjamin F. Burr

} Special

W. H. Prainerd

} Commissioners.

Dec. Meeting, 1893.

County Treasurer
authorized to bor-
row on account
of the Williman-
sett Bridge.

March 7th, 1893. J. L. Cummings was appointed Chaplain at the Jail.

J. L. Cummings
appointed Chaplain
at the Jail.

The sum of two hundred and forty-one dollars and ninety cents is allowed for damages and other expenses incurred under the statutes relative to dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Sheep Damages.
\$241.90

Hampden, ss. April 4th, 1893.

Judgment is entered up according to reports &c., and all matters not acted upon, are ordered to be continued, and this meeting is adjourned without day.

Attest: Robert O Morris Clerk.

Commonwealth of Massachusetts.

Hampden, ss.

At a Meeting of the County Commissioners, begun and holden at Springfield, within and for the County of Hampden, on the Second Tuesday of April, being the eleventh day of said month,

Present, Leonard Clark, Esq.,	} County Commissioners.
Harvey D. Pagg, Esq.	

and by adjournment on the twenty-sixth day of said month, on the second, seventeenth, twenty-third and twenty-ninth days of May, and on the fifth sixth and eighth days of June, in the year of our Lord one thousand eight hundred and ninety-three.

Present, Leonard Clark, Esq., Chairman,	} County
Harvey D. Pagg, Esq.	
William H. Brainerd, Esq.	

William H. Brainerd of Palmer, having been appointed under the Provisions of Section 1, of Chapter 115, of the Statutes of this Commonwealth for the year 1892, County Commissioner until the first Wednesday of January next, and having been duly sworn, appears on said twenty-sixth day of April, and the Board consisting of Leonard Clark, Harvey D. Pagg, and William H. Brainerd, Esquires, proceed to the choice of a Chairman. The whole number of votes cast is three, of which, Leonard Clark, Esq., has two, and is chosen Chairman of the Board for the year ensuing.

Wm. M. Prigham
Guard. (Petr. for
Est. of Damages)

vs.

The Boston & Albany
Railroad Co.

15.

To the Honorable the County Commissioners within and for the County of Hampden:-

Respectfully represents William M. Prigham of Marlboro in our County of Middlesex, that he is Guardian of Louis E. Fay, Jr., of Northborough in the County of Worcester, a minor under the age of twenty one years. That said minor is the owner of a certain tract or parcel of land situate in Palmer in said County of Hampden bounded and described as follows, to wit:- Beginning at an iron rail imbedded in the ground on the easterly line of the highway leading from Palmer to Primfield and distant 60 feet at right angles south-westerly of the location of the Western Railroad, thence running southeasterly by a line parallel with, and everywhere distant sixty feet southwesterly from said center line of location about 200 feet to a point nearly opposite the easterly end of the retaining wall built by the Western Railroad Corporation,

thence running northerly about 12 feet to said retaining wall, thence running north-westerly, westerly and south-westerly by said retaining wall and by said highway to the point of beginning meaning and intending hereby to describe all the land lying easterly of said highway southerly of the railroad of said Company and northerly of a line parallel with and everywhere distant 60 feet south-westerly from the original center line of Location of the said Western Railroad. That on the twenty-third day of August, 1890, the Boston and Albany Railroad Company filed a petition with your Honorable Board representing that for the purpose of securing its road it required the land above described situate without the limit of the route fixed and adjacent to other land occupied by said corporation by tracks already in use; that after due hearing on the twentieth day of May, A. D. 1891, your Honorable Board made a decree authorizing said Boston and Albany Railroad Company to take the land above described for the uses and purposes set forth in its said petition. That on the first day of April, A. D. 1892, said Corporation filed with your Honorable Board a location of the land above described defining the courses, distances and boundaries of the same. That by the taking of the said land as aforesaid your petitioner is greatly injured and damaged and other land of your petitioner which otherwise would be available for a water power and manufacturing business is greatly injured and damaged. That your petitioner is unable to agree with said Corporation as to the amount of said damages. Wherefore he prays your Honorable Board after due notice to all parties interested to view said premises and estimate and determine his damage incurred by the taking of said land as aforesaid and for such further orders and decrees in the premises as may to law and justice appertain.

Marlboro, July 7th, 1892.

William M. Brigham, Guardian.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for the County of Hampden, on the Fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-two, when it was ordered that the Commissioners meet for the purpose of acting upon said petition at the Court House, in Springfield, in said County, on Tuesday, the second day of August, at ten o'clock A. M., and that said petitioner cause a copy of said petition and this order thereon to be served upon the Boston and Albany Railroad Company, fourteen days at least before the said second day of

August, that it may appear and be heard upon said petition. And this petition was continued from meeting to meeting, to this meeting, and now by consent of both parties, said petition is ordered to be dismissed.

Helen Pendleton and To the County Commissioners of the County of Hampden.

others, Petrs. to

lay out highway and May, A. D. 1892, The City Council of the City of Chicopee in the County locate anew existing of Hampden, were petitioners to lay out a highway and locate anew so ways in Chicopee.

16.

Respectfully represent the undersigned, that on the second day of May, A. D. 1892, The City Council of the City of Chicopee in the County of Hampden, were petitioners to lay out a highway and locate anew so much of any existing way as was deemed proper. The public convenience and necessity requiring the laying out of said highway, the same to be about (66) feet wide and about two and one-fourth 2 1-4 miles long beginning on the southerly side of the old road to Ludlow, or Pendleton Avenue, or Pendleton Road, so-called, near the Willimansett Brook and near the depot at Williamsett; thence running southeasterly through land of Stratton, Ingham or Ingraham, the heirs of John Pendleton, Moore, Isaac C. Wyman, Eliza S. Aldworth, Helen Pendleton, Patrick O. Brien, Patrick Welch, Armstrong or Ormsby, and Kidder to Northerly side of Sheriden Street in the village of Chicopee Falls, a more definite description of the proposed layout being shown by the plan accompanying the petition. And that said City Council unreasonably refuses and neglects to lay out and construct said way, and that your petitioners are aggrieved by the action of said city council and that a copy of said petition is hereto annexed with the names of the petitioners, and a copy of the vote of said city council, by which they unreasonably refused and neglected to lay out and construct said way in accordance with said petition. Wherefore your petitioners pray that your honorable body will view, locate and order constructed a way as above petitioned for, and as set forth in original petition a copy of which is hereto annexed and locate anew so much of any existing way as may be deemed proper by you, as in duty bound will ever pray.

Chicopee, July 29th, 1892.

Helen D. Pendleton and others, Petrs.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for the County of Hampden, on the Fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-two, when a time and place was appointed for a view and hearing, and said petition was continued from meeting to meeting to this meeting, and now, it is ordered that said petition be dismissed.

April Meeting, 1893.

To the Honorable the County Commissioners for the County of Hampden:-

Respectfully represent your petitioner, the Southworth Company, a corporation duly organized and having a usual place of business in West Springfield, in said County, that the Assessors of said West Springfield, overrated the property of your petitioner which was liable to assessment for taxes for the year 1892, and assessed taxes thereon in the sum of Two Thousand Two Hundred and Ninety-eight (\$2298.) Dollars, which sum is more than your petitioner's just proportion and said tax was based upon an assessment of the property of your petitioner above its fair cash value. And your petitioner further represents that it filed with said Assessors a list subscribed by it of its estate liable to taxation, duly sworn to, before the expiration of the time specified by said Assessors for bringing in such list, and that within six months after the date of its tax bill, it made application in due form to said Assessors for an abatement of said tax, but that said Assessors refused to make any abatement. Wherefore your petitioner-being aggrieved by said overrating by said assessment, and by said refusal to abate, complains hereby to your honorable Board and prays that after due proceedings had you will make such abatement of said taxes as you deem reasonable.

West Springfield, Mass.

January 24, 1893.

The Southworth Company,

By W. W. McClench, Atty.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for the County of Hampden, on the Fourth Tuesday of December, in the year of our Lord one thousand eight hundred and ninety-two, and this petition was continued to this meeting, and now after appointing a time and place for a hearing and view of the premises, it is ordered that said petition be dismissed without costs.

Commonwealth of Massachusetts.

Superior Court.

Hampden, ss.

DIRECTORS OF THE BOSTON AND ALBANY RAILROAD COMPANY, PETITIONERS FOR THE ALTERATION OF CROSSINGS IN MONSON AND WILBRAHAM.

DECISION OF THE COMMISSION IN REGARD TO BUTLER'S CROSSING,

IN THE TOWN OF WILBRAHAM.

The Southworth
Company (Petr.
for abatement of
Taxes)

vs.

Town of West
Springfield.

18.

Decision and De-
cree- on Petition
of Boston and Al-
bany Railroad Co.
for alteration of
crossings in Mon-
son and Wilbraham.

Butler's Crossing
For Plan, See Book
of Plans, Page 155.

WHEREAS, we, Augustus W. Locke, Joseph S. Ludlam and Emory A. Ellsworth, were duly appointed a commission in the above entitled case, under the provisions of chapter 428 of the Acts of 1890,

AND WHEREAS, due notice of a public hearing upon the petition of said petitioners was given, as will more fully appear, reference being had to the order of notice and the return of service thereon filed in Court in this case, and said hearing was duly held and was adjourned from time to time, and the Commonwealth was represented by the Second Assistant Attorney General, and the petitioners and the Towns of Monson and Wilbraham were represented by counsel, and a view of said Butler's crossing was taken, and all parties appearing were duly heard,

AND WHEREAS, we reported to the Court that we were unable to agree with regard to the alteration of said Butler's Crossing, and since said report the petition in regard to Butler's crossing has been amended so that it asks for an alteration either by carrying the public way over the railroad by a bridge at a point about four hundred and fifty (450) feet to the east of the present location of the crossing at grade, or else by carrying said public way under the railroad by a bridge at a point about four hundred and eighty-five (485) feet west of said present location, and said matter has been recommitted to us by the Court, and the Commonwealth and said Town of Wilbraham and said Boston and Albany Railroad Company have agreed upon the following manner of making said alteration,

Now, having fully considered all the evidence, arguments and agreements submitted to us in the matter we decide that it is necessary for the security and convenience of the public that an alteration should be made in the crossing at grade of the public way leading from the Boston Road southerly to Hampden and said Company's railroad in said Town of Wilbraham, known as Butler's Crossing, in the approaches thereto and in the location and grade of said public way leading southerly to said Hampden so as to avoid a crossing at grade, and we prescribe the manner and limits within which said alterations shall be made as follows:

Beginning at a point in the southerly line of the said Boston Road distant three hundred and fifteen (315) feet westerly from the intersection of said southerly line of said Boston Road with the westerly line of said public way leading southerly to said Hampden and also distant one hundred and eleven and twenty-five one hundredths ($111 \frac{25}{100}$) feet southeasterly from the southeasterly corner of a barn belonging to Benjamin Butler on the northerly side of said Boston Road, the easterly line of

said public way leading to Hampden, as altered, shall run south $12^{\circ} 50'$ west ninety seven and ninety-one one hundredths ($97 \frac{91}{100}$) feet, thence south $9^{\circ} 50'$ west one hundred and fourteen one-hundredths ($100 \frac{14}{100}$) feet, thence south $12^{\circ} -50'$ west fifty-eight and seventy-five one-hundredths ($58 \frac{75}{100}$) feet to the northerly side line of location of the Boston and Albany Railroad; thence running north $77^{\circ} -10'$ west by said northerly side line of location five and twenty-five one-hundredths ($5 \frac{25}{100}$) feet; thence running south $12^{\circ} -50'$ west, said course being at right angles with the centre line of location of said railroad, eighty-two and five tenths ($82 \frac{5}{10}$) feet to the southerly side line of location of said railroad; thence running south $77^{\circ} -10'$ east by said southerly side line of location thirty-three and twenty-five one-hundredths ($33 \frac{25}{100}$) feet; thence running south $37^{\circ} -50'$ east seventy and ninety-five one-hundredths ($70 \frac{95}{100}$) feet, thence south $45^{\circ} -13'$ east two hundred and fifteen (215) feet, thence south $66^{\circ} -11'$ east forty-eight and $19/100$ ($48 \frac{19}{100}$) feet, thence south $45^{\circ} 13'$ east two hundred and sixty-five one-hundredths ($265 \frac{65}{100}$) feet, thence south $20^{\circ} 31'$ east one hundred and twenty-seven and fifty-six one-hundredths ($127 \frac{56}{100}$) feet, thence south $32^{\circ} 01'$ east eighty (80) feet. The westerly line of said public way as altered shall begin at a point in the said southerly line of said Boston Road distant forty-nine and sixty-eight one-hundredths ($49 \frac{68}{100}$) feet westerly from the point of beginning of the said easterly line hereinbefore described, thence it shall run south $12^{\circ} 50'$ west three hundred and forty-three and thirty-four one-hundredths ($343 \frac{34}{100}$) feet to and across the location of said railroad to a point in the southerly side line of location of said railroad distant forty-nine and five-tenths ($49 \frac{5}{10}$) feet westerly from the intersection of the said easterly line of said public way as altered with the said southerly side line of location; thence running south $22^{\circ} 5'$ east one hundred and fourteen and eighty-one one-hundredths ($114 \frac{81}{100}$) feet, thence south $68 \frac{25}{100}$ east thirty-eight and seven one-hundredths ($38 \frac{7}{100}$) feet, thence south $45^{\circ} -13'$ east ninety (90) feet, thence south $56^{\circ} 43'$ east seventy-six and $53/100$ ($76 \frac{53}{100}$) feet, thence south $45^{\circ} 13'$ east one hundred and fifty (150) feet, thence south $14^{\circ} 3'$ east fifty-eight and forty-three one-hundredths ($58 \frac{43}{100}$) feet, thence south $45^{\circ} 13'$ east one hundred and twenty (120) feet, thence south $51^{\circ} 16'$ east eighty-seven and thirty-three one-hundredths ($87 \frac{33}{100}$) feet, thence south $32^{\circ} 1'$ east one hundred and forty (140) feet to a point distant one hundred and fifty-one and nine tenths ($151 \frac{9}{10}$) feet northeasterly from

the northeasterly corner of the mill belonging to the Wilbraham Woolen Company and seventy and five-tenths ($70 \frac{5}{10}$) feet northwesterly from the northwesterly corner of the main portion of a house belonging to said Woolen Company as shown on the plan hereinafter described. Said public way as altered shall pass under the tracks of said railroad at a depth of not less than sixteen and twenty-five one-hundredths ($16 \frac{25}{100}$) feet beneath the grade of said tracks which is unchanged. A suitable bridge shall be built over said way as altered to support the railroad tracks so as to leave a clear head-room of at least thirteen (13) feet above the grade of said way. We specify the grades for the said way as altered, and the general method of construction as follows: From a point in said way twenty (20) feet northerly from the centre line of location of said railroad the grade shall descend northward at a rate of two and six-tenths ($2 \frac{6}{10}$) feet in one hundred (100) feet to the centre of said Boston Road, and from a point in said way twenty (20) southerly from said centre line of location of said railroad the grade shall descend southward at a rate of three and five-tenths ($3 \frac{5}{10}$) feet in one hundred (100) feet for a distance of two hundred and eighty (280) feet and thence it shall rise at a rate of three and three-tenths ($3 \frac{3}{10}$) feet in one hundred (100) feet until said grade shall intersect the present grade of said public way leading to Hampden. Said way as altered shall be graded to a width not less than twenty (20) feet throughout its entire length with shoulders eighteen (18) inches wide on each side of all embankments and outside of the fences hereinafter ordered. The surface of said road is to be of good gravel ten inches in depth. The said bridge over said road shall have a clear span of twenty (20) feet. It shall be built of iron and shall be supported on suitable abutments of stone. Where the said way herein ordered is constructed in embankment, substantial wooden fences not less than three (3) feet and six (6) inches high shall be built on each side of said way along the top of the embankment. Two suitable culverts shall be built across and under said way as altered, one at station 5-08 as shown on said plan, and one at or near the southerly line of said Boston Road. We specify the land or other property lying between the said easterly and westerly lines of said way and outside of the location of said railroad as the land or other property we deem necessary to be taken. We determine that The Boston and Albany Railroad Company shall build the bridge and its abutments and do all the work herein ordered to be done. We decide and de-

termines that the Commonwealth pay twenty-five per cent. of the total actual cost of the alterations, including the cost of the hearing and the compensation of the commissioners and auditors for their services and expenses and all damages, including those mentioned in section five of said chapter 428 of the Acts of 1890 as amended by Chapter 123 of the Acts of 1891, and that the Town of Wilbraham shall pay ten per cent thereof. We decide and specify that that portion of said public way leading southerly to Hampden which lies within the location of said railroad at said Butler's Crossing shall be discontinued upon the completion of the work herein ordered. We file herewith a plan as a part of our decision, showing the alterations herein decided upon, entitled "Separation of Grades at Butler's Crossing. Wilbraham." dated March, 1893, and signed by Walter Shepard, Asst. Engineer. The charges of the commissioners for services and expenses are as follows: Each Commissioner to be paid \$100.00 for his services and expenses on account of Butler's Crossing.

March 31, 1893.

A. W. Locke,	}	Commissioners.
Joseph S. Ludlam		
E. A. Ellsworth		

Decree of the Court in regard to Butler's Crossing.

In this case the decision of Augustus W. Locke, Joseph S. Ludlam and Emory A. Ellsworth, commissioners in regard to Butler's crossing, in the Town of Wilbraham, in said County, having been heretofore duly returned and filed in this Court, the same having been considered, and a certificate of the Railroad Commissioners having been heretofore filed in this case, certifying that in their judgment the expenditure on the part of the Commonwealth for the current year under said certificate and previous certificates issued under section 11 of chapter 428 of the Acts of 1890 will not exceed the amount provided for in said Act, it is ordered adjudged and decreed that said decision be and the same hereby is confirmed, and the findings thereof adopted.

By the Court,

Robert O. Morris, Clerk.

True Copies.

Attest: Robert O. Morris, Clerk.

(L.S.)

Resignation of Wm.

Commonwealth of Massachusetts.

H. Brainerd, Special Hampden, ss. To the County Commissioners within and for said County
Commissioner. of Hampden,

I hereby tender my resignation as Special Commissioner of said
County of Hampden.

April 26th, 1893.

W. H. Brainerd.

Appointment of Wm.

Commonwealth of Massachusetts.

H. Brainerd as Coun-Hampden, ss. April 26th, A. D. 1893.

ty Commissioner.

WHEREAS, a vacancy occurs in the office of County Commissioner
in said County, by reason of the death of Lewis F. Root, the two remain-
ing County Commissioners, and the Clerk of the Courts for said County,
deeming it expedient and for the interest of the public, do hereby ap-
point William H. Brainerd of Palmer, in said County, as a suitable per-
son to fill such vacancy, who shall exercise all the powers and be sub-
ject to all the disabilities which pertain to such office under the
Statutes of this Commonwealth, and the said William H. Brainerd shall
hold his said office of County Commissioner, until the first Wednesday
of January next.

Leonard Clark
Harvey D. Bagg

} County
Commissioners.

Robert O. Morris,

) Clerk of Courts.

Appointment of James

Commonwealth of Massachusetts.

M. Sickman as Spec-
ial Commissioner.

Hampden, ss. May 2nd, 1893.

WHEREAS, a vacancy occurs in the office of Special Commissioner in
said County, by reason of the resignation of William H. Brainerd, the
County Commissioners deeming it expedient and for the interest of the
public, do hereby appoint James M. Sickman of Holyoke, in said County,
as a suitable person to fill such vacancy, who shall exercise all the pow-
ers and be subject to all the disabilities which pertain to such office
under the Statutes of this Commonwealth, and the said James M. Sickman
shall hold his said office of Special Commissioner, until the first
Wednesday of January next.

Leonard Clark
Harvey D. Bagg
Wm. H. Brainerd

} County
Commissioners.

April Meeting, 1893

In conformity with a resolve of the General Court, passed at their present session granting a tax of one hundred and thirty thousand dollars, (\$130,000.) for the County of Hampden, the same is apportioned upon the several cities and towns in said County in manner following:

County Tax
assessed.

Agawam,	\$ 1,588.16
Blandford,	510.48
Brimfield,	567.20
Chester,	737.36
Chicopee,	8,621.00
Granville,	482.12
Hampden,	510.48
Holland,	113.44
Holyoke,	28,813.00
Longmeadow,	1,644.88
Ludlow,	1,106.04
Monson,	2,580.76
Montgomery,	170.16
Palmer,	3,346.48
Russell,	623.92
Southwick,	680.64
Springfield,	62,675.00
Tolland,	198.52
Wales,	368.68
Westfield,	9,217.00
West Springfield,	4,424.00
Wilbraham,	1,020.68
	<u>\$ 130,000.00</u>

And warrants have been issued dated April 26th, 1893, directed to the Selectmen or Assessors of the several towns and cities in said County, directing them to assess the same upon the inhabitants of their respective towns and cities and requiring their Collectors or Constables to collect the same, and to cause the amount so collected to be paid into the County Treasury.

Hampden, ss. June 8th, 1893.

Judgment is entered up according to reports &c., and all matters not acted upon are ordered to be continued, and this meeting is adjourned without day.

Attest:

Robert O. Morris

Clerk.

Commonwealth of Massachusetts.

Hampden, ss.

At a Meeting of the County Commissioners, begun and holden at Springfield, within and for the County of Hampden, on the Fourth Tuesday of June, being the twenty-seventh day of said month, and by adjournment on the fifth day of July, on the first day of August, and on the fifth day of September, in the year of our Lord one thousand eight hundred and ninety-three.

Present, Leonard Clark, Esq., Chairman,	}	County
Harvey D. Bagg, Esq.,		
Wm. H. Brainerd, Esq.,		Commissioners.

E. A. Bishop et als. To the Honorable the Board of County Commissioners of the County of
 Petrs. for discon- Hampden and Commonwealth of Massachusetts.
 tinuance of high-
 ways in Blandford.

17.

The undersigned residents and tax payers of the Town of Blandford in the said County and Commonwealth, respectfully represent, that certain roads lying wholly in said town of Blandford have fallen into disuse, and your petitioners therefore pray that a certain road leading from Otis Reservoir (about 26 rods) to ^{the} road leading to house of Charles Moreau (In Tolland) also, a certain road leading from near School House (Dist. No. 6) Northerly past Bridge to a Barway on left hand side of said road be discontinued.

Blandford, Oct. 1st, 1892,

E. A. Bishop and others, Petrs.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the Fourth Tuesday of December, in the year of our Lord one thousand eight hundred and ninety-two, and was continued from meeting to meeting to this meeting, and due proceedings having been had thereon, said County Commissioners file the following Report, to wit:

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, July 5th, 1893.

On the Petition of E. A. Bishop and others, praying for highways to be discontinued in Blandford.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did, on the twenty-eighth day of June, A. D. 1893, view said

said highways, and hear all parties interested, and did adjudge that common convenience and necessity required that said highways should be discontinued, and did further adjudge and determine that said highways be discontinued without further or subsequent meeting therefor; said highways being described as follows:

A certain road leading from Otis Reservoir (about 26 rods) to ^{the} road leading to house of Charles Moreau (in Tolland,) also, a certain road leading from near School House (Dist. No. 6) Northerly past Bridge to a Barway on left hand side of said road.

Said Commissioners having heard the proprietors of said land, by themselves, or their agents, on the subject of damages by them sustained by reason of discontinuing said highways, do determine that no person or corporation, is entitled to damages, and none are awarded.

Leonard Clark,	}	County
Harvey D. Bagg		
W. H. Brainerd		Commissioners.

Hampden, ss. County Commissioners' Meeting, July 5th, 1893.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded.

Attest: ROBERT O. MORRIS, Clerk.

CONTRACT.

For making alterations in the County Law Library, at the Court House in Springfield, Massachusetts.

This AGREEMENT made and concluded this fifth day of July, in the year one thousand eight hundred and ninety-three, between the County of Hampden, in the State of Massachusetts, acting by its Board of County Commissioners, Party of the First Part, and William B. Walker, Edward M. Walker, and Joseph K. Newell, partners doing business in said Springfield, under the firm name of T. M. Walker & Co., Party of the Second Part.

WITNESSETH: That the said Party of the Second Part for a consideration hereinafter mentioned, agrees to make certain alterations in the Law Library, at the Court House, Springfield, Mass., and to furnish all the materials, and perform all the work necessary to complete the same, agreeably to the accompanying Specification and Plans, and to complete said work, finished in every respect to the satisfaction of the said Party of the First Part, on or before the fifteenth day of August next.

IN CONSIDERATION WHEREOF, the said Party of the First Part agrees

Contract for making alterations in Law Library at Court House, awarded Mess. T. M. Walker and Co.

to pay to the said Party of the Second Part, the sum of Thirteen Hundred Thirty-six Dollars and Ninety-eight Cents, (\$1336.98) which sum shall be in full of all its demands and claims, against the Party of the First Part. And it is further agreed, that the said Party of the First Part may modify the before mentioned Specifications and Plans, in any particular, without impairing their validity, or the validity of this Contract in other respects, - provided, that such sum as shall be just and equitable shall be allowed to either party for such alterations.

In Witness Whereof, we have hereunto set our hands and seals, on the day and year first above written.

(L.S.)	Leonard Clark (Seal)	}	For the County of Hampden
	Harvey D. Bagg, (Seal)		by its
	W. H. Brainerd, (Seal)		Board of County Commissioners.
L. H. Richards.	T. M. Walker & Co. (Seal.)	}	Contractor.

Specifications for alterations in Hampden County Law Library.

GUY KIRKHAM, Architect.
33 Lyman St.
Springfield, Mass.

General Conditions.

The contractor is to furnish all labor and materials necessary to complete the work according to the manifest intent and meaning of the plans and specifications. All materials are to be of the best of their respective kinds and all labor is to be done in the most thorough and workmanlike manner. The drawings and specifications are intended to cooperate and any work indicated in one and not in the other, or reasonably implied in either, is to be executed as if fully set forth in both. The contractor is to remove all of the present cases, but is to utilize all of the present material possible and make due allowance for the same. He is to repair and make good all plastering and permanent work, to remove all rubbish and leave all in perfect condition.

Frame.

Construct the frames of the sizes and in the manner shown of sound, straight-grained, square-edged spruce, properly framed, pinned and spiked together. The beams and joist are to be sized on the upper and lower sides to give true nailings to both floor and ceiling.

Finish.

The wood finish, unless otherwise specified, is to be of selected seasoned brown ash throughout.

Floor.

The gallery floor is to be of seasoned 7/8" white-oak, matched 3" wide, laid close and blind nailed to every bearing.

Ceiling.

The ceiling is to be of $7/8$ " matched and beaded sheathing 3" wide, laid diagonally as shown on soffit plan and blind nailed to every bearing. Under each beam place a moulded board $7/8$ " by 8" with intermediate boards $7/8$ " by 5" covering the ends of the sheathing, as shown on the soffit plan.

Cases.

Build the cases where shown on plans, the vertical ends and intermediate pieces supporting shelves of $1\ 3/8$ " boards, the backs of $7/8$ " matched sheathing.

The bottom shelf is to be a fixed shelf $7/8$ " by $5\ 1/2$ " moulded base. The top shelf is to be a fixed shelf $1\ 1/8$ " thick 8'-0" above the floor, with $7/8$ " X 5" fascia and $1\ 1/8$ " X 3" crown mould, all according to detail drawings.

There are to be six movable intermediate shelves $7/8$ " X 8" with slightly rounded edges, supported on cast iron or bronze keys, four keys to each shelf. Bore holes to hold keys in vertical end and intermediate pieces 1" from face and 1" from back of shelves, 1" on centers extending from top of bottom shelf to within 10" of top shelf.

Build two movable cases 4' -0" long to match stationary shelves. Against the walls and against the ends of cases where shown on plans place 4" X 4" and 4" X 8" spruce posts supporting the gallery beams. Fill out the posts at ends of cases by adding blocks above case ends, and case all where visible with $7/8$ " fluted casings with moulded caps and bases as shown on detail drawings.

Gallery Supports.

Reinforce the gallery supports with 5" turned posts standing on the tops of cases and place a 6" turned post under gallery where it may serve also as stair newel.

Construct the stairs as shown on drawings supported on two 2" X 10" white oak carriages with $1\ 1/8$ " white oak treads, open risers, 2" round hand rail 2'-6" above stair nosings, ends curving into posts, 1" square balusters with edges slightly rounded, two to a tread, and 5" turned newel.

Stairs.

Make the gallery railing with $1\ 1/2$ " turned balusters $3\ 1/2$ " on centers, 3" X $3\ 1/2$ " moulded hand rail and 5" square newels, all according to detail drawings.

Gallery Rail.

The gallery is to have a $7/8$ " face board, and rounded nosing with with scotia under.

Finishing.

All the woodwork is to be smoothed and sand-papered with the grain.

The ash is to have one coat of Crockett's liquid pigment filler thoroughly brushed into the pores, and when perfectly dry rubbed lightly with curled hair, excelsior or OO sand-paper, to a smooth surface; then dust off cleanly and give one good coat of Crockett's No. 1 preservative well flowed on. The following day rub down as before and apply a second coat of Crockett's No. 1 preservative. The oak floor and stair work is to have one coat of filler and two coats of shallac, well rubbed down.

Electric Lighting.

The electric lighting is to be included in this contract. The position of the lights is indicated on plans. The wires are to be put up behind wood-work, and the lamps are to be suspended on extension wires and provided with ground glass globes. All fittings are to be of the best and the work is to be thoroughly and well done.

J. B. Burbank- award-J. B. Burbank is awarded the contract for removing the Offal from the ed contract for re- jail for the year ensuing, for the sum of \$115.00 (July 5th, 1893.) moving offal at Jail.

County Treasurer
authorized to bor-
row in anticipation
of the County Tax.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, July 5th, 1893.

VOTED,

That WILLIAM C. MARSH, County Treasurer, be authorized to borrow on the credit of the County, and in anticipation of the County Tax, a sum of money not exceeding FIFTEEN THOUSAND DOLLARS, and to make execute and deliver note, or notes, to that amount, payable during the month of October next, to the order of such Bank, Institution, Corporation, or Individual, as he, the said Marsh shall elect, and pay interest or discount thereon at a rate not exceeding five per cent per annum.

Leonard Clark,
Harvey D. Bagg,
W. H. Brainerd,

} County
} Commissioners.

County Treasurer
authorized to borrow
on account of Will-
mansett Bridge.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, July 5th, 1893.

VOTED,

That WILLIAM C. MARSH, County Treasurer, be authorized to borrow on the credit of the County, and on account of the construction of the bridge over the Connecticut River, between Holyoke and Chic-

opee, called "The Willimansett Bridge," the sum of Seventeen Hundred and Ten Dollars, and to execute and deliver a note to that amount payable on demand to the order of the Springfield Institution for Savings, and to pay interest or discount thereon at a rate not exceeding five per cent per annum.

(L.S.) Leonard Clark } County
Harvey D. Bagg }
W. H. Brainerd } Commissioners.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, August 1st, 1893.

VOTED,

That WILLIAM C. MARSH, County Treasurer, be authorized to borrow on the credit of the County, and in anticipation of the County Tax, a sum of money not exceeding FIFTEEN THOUSAND DOLLARS, and to make, execute and deliver note, or notes; to that amount, payable during the the month of October next, to the order of such Bank, Institution, Corporation, or Individual, as he, the said Marsh shall elect, and pay interest or discount thereon at a rate not exceeding six per cent per annum.

(L.S.) Leonard Clark } County
Harvey D. Bagg }
W. H. Brainerd } Commissioners.

County Treasurer
authorized to borrow in anticipation
of the County Tax.

(Sept. 5th, 1893.) Warrants ordered to issue for a special election to fill vacancy in office of Register of Deeds.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Sept. 5th, 1893.

VOTED,

That WILLIAM C. MARSH, County Treasurer, be authorized to pay interest or discount on the One Hundred and Seventy-two Thousand, Seven Hundred Dollars, money borrowed on the credit of the County, and on account of the construction of the bridge over the Connecticut River, between Holyoke and Chicopee, called "The Willimansett Bridge", from this fifth day of September, 1893, at a rate not exceeding six per cent. per annum.

Leonard Clark, } County
Harvey D. Bagg, }
W. H. Brainerd, } Commissioners.

Warrants ordered
for Special Election
County Treasurer
authorized to pay
interest not exceeding 6% on money
borrowed for Will-
limansett Bridge.

The Palmer and Mon-
son Electric Light
Company, Petr. for
approval of Specifi-
cations and plan of
Dam in Palmer.

28.
For Plan- See Book
of Plans- Pages
162-164.

SPECIFICATIONS.

For a dam, bulkhead wastewair and canal for the Palmer and Monson Elec-
tric Light Company, Palmer, Mass.

Edwin P. Ball, Architect.

NOTE TO ALL CONTRACTORS.

The different branches of work below specified are intended to be
included in one general contract, with contractor solely responsible
for, and to, all other mechanics.

Should it be hereafter decided to sub-let any branch of work, the
sub-contractor shall be held to general conditions, and other parts of
specifications, only so far as his men and work are concerned.

Contractors will inclose signed proposals, in sealed envelopes,
directed to Owners, care of Architect, with bid for work in full; and if
any part of work is omitted, to be clearly stated.

All proposals will be closed at 12 m.

The owners reserve the right to reject any or all proposals.

A specification of material to be provided, and of work to be per-
formed, in the building and completion of a dam, bulkhead, wastewair
and canal for the Palmer and Monson E. Co., on land owned by them sit-
uated at "Blanchardville" in the Town of Palmer, Mass. in accordance
with drawings prepared for the purpose by Edwin P. Ball, architect, un-
der his superintendence, and to the satisfaction and acceptance of the
owners.

GENERAL DESCRIPTION.

Position of Dam. The dam to be erected is to be located on the Quabog
river and distant about 280 feet below the bridge over said river, and
known as the "Blanchardville" bridge.

Height of Dam. The crest or caplog of dam will be about 14'-8" above
the low water level of the river, and 110'-0" long between the stone abut-
ments of same.

GENERAL CONDITIONS.

Time allowed. The Contractor will commence work on the signing of con-
tract and will entirely finish and deliver said work to owners on or be-
fore the time mentioned in the contract for same to be done. Forfeit-
ure as agreed upon in contract.

Payments. Payments shall be made to contractor as agreed upon in con-
tract, but in no case shall they exceed 80 per cent. of value of work
completed to date of payment, the final payment being due as agreed upon
in contract.

Nor shall any payment be made by owners unless upon written certificate from architect, who shall have good evidence that the work required is completed, and that the estate is free from all claims chargeable to the contractor. And if, at any time, any lien or claim is established, for which the owners may be made liable, and which would be chargeable to the contractor, the owners may retain from any payment due, or to become due, an amount sufficient to indemnify themselves against such liens or claim, until the same is canceled.

WORK AND MATERIALS. FOREMAN. The contractor, or a suitable foreman, is to give his entire time and superintendence to the work, to furnish all needed apparatus, material and labor for completing the entire work in the manner required; all labor to be performed by skilled mechanics in a thorough manner; all materials to be of the quality demanded, and where not otherwise specially described of the best quality.

WORKING DRAWINGS. The contractor will be furnished with all necessary drawings and directions for the prosecution of the works. Drawings and specifications are to be kept constantly at the building, and frequently referred to; following drawings accurately according to scale, large details to be preferred to small ones, and figures in all cases to take precedence to measurements.

DISCREPANCIES. Should there be any discrepancies, or should any question arise as to the true meaning of any particular in said drawings, specification or contract, reference shall be had to the architect, whose decisions thereon, and in all questions in connection therewith, shall be final and binding on both contractor and owner. The contractor will not use, or permit others to use any portions of drawings or specifications for any other purpose than of the building under this contract. Said drawings and specifications are the property of the architect.

CARE OF DRAWINGS. They are to be carefully used, protected from wet and injury, and returned to said architect before the final payment is made, and the contractor will be held pecuniarily responsible for loss or injury to drawings or specifications while in his possession.

CHANGES. Should the owners at any time during progress of work request any change, addition or omission, they shall be at liberty to do so, without affecting or making void the contract, but the cost of such change shall be added to or deducted from the contract by a written agreement.

NON-FULFILLMENT OF CONTRACT. If the contractor at any time during the progress of work fails to supply a sufficiency of materials or workmen, the owners may, after giving contractor three days' written notice, finish said work, and the cost shall be deducted from any amount on contract then or thereafter due contractor.

Obstructions. The sidewalks and street must at all times be kept free from obstruction.. Any obstruction of street or sidewalk shall be protected by stout barricades, and hung with signal lanterns every night until removed.

Town Rules. All town rules and fees are to be complied with and paid by contractor.

Protecting Work. The Contractor shall wrap, cover or protect all work liable to damage from bruising, weather, etc., and will hold the owner harmless from any accident that may occur on the works. The architect or person appointed by him, shall at all times have free access to works, and shall be provided with all necessary facilities for inspecting the same, and he may require the contractor to prevent the admission of any person not employed on the works, unless provided with a permit from owners.

MASONRY.

Staking Out. The owners will stake out the position of building as indicated by architect, with all necessary batter boards, correctly marked with face of under-pinning and walls. Take care to secure correct lengths, widths and true angles.

Temporary Privy. Before proceeding with excavating, the contractor will build, where directed on lot, a neat, temporary privy for workmen's use. Keep in good condition, abate any nuisance, and remove building and contents when directed by architect.

Excavating. Do all necessary excavating for trenches to walls, piers, chimneys, and foundations and for all other works mentioned or shown which require it. All excavations to be to the full depths, lengths and breadths required by the drawings, or herein specified and excavations for pipes and foundations, in all cases to be carried below the reach of frost.

Blasting and Pumping. Do all blasting of rock and pumping and bailing of water found necessary for the proper execution of work.

EXCAVATIONS.

Excavations for dam and abutments to be made down to a firm and compact gravel, and leveled off even and smooth to receive the work,

under no conditions are the excavations to go to less depth than called for in plans and specifications. Do all necessary excavating for sheet piling and piling walls, excavations for piling walls to go not less than two feet into firm compact gravel, excavations for sheet piling to go not less than two feet below bottom course of timbers of dam at the upper side of dam and at edge of apron as shown on plans, and four feet below bottom course of timbers of dam at waste gate in dam. Material for excavations to be used in backfilling about abutments, and graveling dam.

BACK-FILLING.

Back-fill about all walls with clean gravel, free from frost and stone over three inches diameter, filling to be thoroughly packed against walls and put in in layers not over 3'-0" deep so as to prevent any large bodies of coarse material to collect against walls. Filling on the South side to be made to the top of the abutment of dam, which is 5'-0" above the crest of same, the width on top to be the same as the length of the abutment, and is to extend back to the natural bank, the slope on the up-stream side to be not less 2'-0" horizontal to 1'-0" vertical hight. On the North side fill about the dam abutment and walls of bulkhead to the full hight of the walls, embankments to be not less than 10'-0" wide back of walls at the top and have a slope of 1 1-2 horizontal to 1 vertical; filling about canal walls to be made to the full hight of same. Fill back of dam to the hight indicated on section of same with clean gravel, put on in layers and each load leveled off as it is dumped. Contractor will obtain filling not found in the excavations (where directed by the Engineer) on the adjacent property of the owners, using only such material as may be acceptable to the Engineer.

MASONRY.

All walls of dam, bulkhead, canal and waste weir to be of rubble stonework laid and grouted with cement mortar, the faces of all walls to be laid with ledge stone, and backing with ledge and field stone, using no cobble stone. All walls to be of the dimensions shown on plan, laid with small joints, thoroughly bonded and made solid, footing stones to be thoroughly bedded in mortar, and all exposed joints neatly struck.

MORTAR.

All of the above mentioned stonework to be laid in the best cement mortar, made from the best "Rosendale" cement, using one part cement two parts clean sharp sand well and freshly mixed with a saturated

solution of salt water.

CUT STONE.

Crest of waste weir to be coped with granite coping 10" thick 5'-0" wide and no stone to be less than 2'-6" long, cut with full bed, pene hammered crest, pointed wash and face, and back rock face, sides to be jointed; set stones in cement mortar and thoroughly grout with same.

BALLASTING.

First course of sills of dam to be planked with 2" spruce or hemlock plank (including apron) and ballasted with cobble stone and bowlders, apron to its full height and the dam to the top of the ninth course of timbers.

CARPENTRY.

Dam to be built of 10" X 10" square hemlock timber, sound and free from rot, each successive course of timber to be laid across the course in under it, and forming squares about 5'-0" X 5'-0" the 1st, and 3rd courses are to be built into the abutments not less than 1'-0". All timbers to break joints with each other, and secured at each intersection with 7/8" square drift bolts, 20" long, with chisel point; timbers to be bored with a 7/8" auger before driving drift bolts. The longitudinal courses of timber will generally come over each other, excepting purlines for slopes of dam, and where these come off from the angles of bents they are to have the spaces under the supporting timbers filled with blocks or filling pieces to distribute the weight two lines of vertical bearings, all as indicated on plans.

Framework for waste gate to be of 10" X 10" southern pine, planed four sides to 1/4" less than dimension sizes, mortised, tenoned, pinned and bolted in the most thorough manner, fit gate opening with oak plank guides, put on with 1" bolts and plate washers, and fit with gate made of 6" planed, grooved and splined southern pine plank, fit gate with white oak stem of the dimensions shown, bolted to gate and fitted with cast rack and back plate, set gate hoisting gear as directed by the Engineer, and which will be provided by the owners. Apron and floor of sluice-way to be floored with two courses of 3" square edged oak plank, both slopes of dam and sides and top of sluice-way to be covered with one course of 3" square edged chestnut plank, all plank to break joints and to be double nailed at each bearing with 8" steel nails; the second course of plank on apron to break all joints of the first course, both side and butt joints. The front, side and top of framework over waste gate to be covered with 3" planed, grooved and splined southern pine

plank, double nailed at each bearing with 6" steel nails. Cap-log of dam to be of 12" X 12" oak, and protected with 1/2" X 3" wrought iron straps 2'-0" long, placed 18" apart on centers, and bent to conform to the slope of dam and secured to cap-log and plank with 5/8" round iron spikes 4" long, with counter sunk heads and four spikes to each strap. Place sheet piling at toe of dam and foot of apron, piling to be of 4" southern pine plank, planed, grooved and splined; piling to be chisel pointed, driven close and tight, and nailed to timbers at the top ends with 8" steel nails, two to each plank, piling in no case to go less than 2' - 0" into the hard bottom of river and not less than 4' - 0" at waste gate.

The approach to and exit from sluice-way to be paved with bowlders not less than 12" deep and for a distance of 16' - 0" from the dam and apron, and grouted with cement mortar.

BULKHEAD.

Bulkhead to be built of southern pine timber, planed four sides to 1/4" less than dimension sizes given, mortised, tenoned, pinned and bolted in the most thorough manner.

Floor to be laid on 10" X 10" sleepers thoroughly bedded, placed 2' - 6" on centers, and spaces between sleepers fill with fine gravel; sills to be cut down 1" on to sleepers and secured at each intersection with a 7/8" square drift bolt; place double sleepers at gates and drive 3" planed, grooved and splined sheet piling, thoroughly spiked to sleepers at top. Sleepers to project not less than 12" into the abutment walls, and be floored with 3" planed, jointed, grooved and splined spruce plank, double nailed at each bearing with 60 penny steel nails. Fill spaces between posts and over gate openings with 3" planed, jointed and grooved southern pine plank, fitted with splines of same; plank both sides of braces between gate openings and to the height shown, with 2" edged spruce plank.

Fit bulkhead with six gates, with pads of 5" southern pine plank planed, four sides, grooved and splined, 5" X 8" white oak stems fitted with racks and back plates as shown; also place hoisting gear for same which is to be furnished by the owners. House over bulkhead to be built of spruce lumber of the dimensions shown on plans, sides covered with 7/8" planed and matched siding and 1 1/2" moulded battens, all of pine; cover roof with 7/8" planed, square edged hemlock, and best pine shingles. Paint all exposed woodwork of gateway of dam, bulkhead and house with two coats best lead and oil, color as directed.

The foregoing specifications and accompanying plans were entered at a meeting of the County Commissioners holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-three, when the same were approved and ordered to be recorded.

Sheep Damages.

\$999.95

The sum of nine hundred and ninety-nine dollars and ninety-five cents is allowed for damages and other expenses incurred under the statutes relative to Dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Commonwealth of Massachusetts.

Hampden, ss.

To the Board of Aldermen of each City and the Selectmen of each Town in said County,

GREETING:

Whereas a vacancy occurs in the office of Register of Deeds for said County, by reason of the resignation of James E. Russell, and Whereas, at a regular meeting of the County Commissioners, held at Springfield, September 5, 1893, it was ordered that precepts seasonably issue as provided by law, for an election to fill such vacancy, -

You are hereby required to notify the qualified voters of your City or Town, at the next annual State election to be held on the first Tuesday after the first Monday of November next, to give in their votes for a Register of Deeds, to fill said vacancy.

Witness, LEONARD CLARK, Esq., Chairman, at Springfield, the fifth day of September, in the year of our Lord one thousand eight hundred and ninety-three.

ROBERT O. MORRIS, Clerk.

Hampden, ss. September 5th, 1893.

Judgment is entered up according to reports &c., and all matters not acted upon, are ordered to be continued, and this meeting is adjourned without day.

Attest:

Robert O Morris Clerk.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners, begun and holden at Springfield, within and for the County of Hampden, on the first Tuesday of October, being the third day of said month, and by adjournment on the eleventh and twenty-first days of October, on the seventh and ninth days of November,

Present, Leonard Clark, Esq. Chairman,	} County
Harvey D. Bagg, Esq.	
Wm. H. Brainerd, Esq.,	
	} Commissioners.

and by adjournment on the fourteenth and twenty-fifth days of November, and on the fifth and sixth days of December, in the year of our Lord one thousand eight hundred and ninety-three.

Present, Leonard Clark, Esq., Chairman,	} County
Wm. H. Brainerd, Esq.	
	} Commissioners.

To the Honorable Commissioners of Hampden County and Commonwealth of Massachusetts.

The Selectmen of the town of Agawam respectfully represent, that the County Road leading South, from Agawam Bridge to the Connecticut line in said town, was laid out, and located in the year one thousand eight hundred and seventeen and recorded Book 1, Page 27, Hampden Registry of Roads. Said location is, at the present time obscure, and unknown, and the boundary lines thereof cannot be found. We therefore by vote of said town, are instructed to petition your Honorable Board to locate anew, (as you may deem expedient) the boundary lines of said highway, and establish and mark the same, as public convenience may require. As a large portion of the travel over said road comes from Connecticut, through Agawam to Springfield, we ask, that a just share of expense be assessed upon the county of Hampden. We pray you to view said highway and grant our request. We also pray you to locate anew the County Road beginning at an Elm tree, near the house of E. L. Covill, thence Westerly to the intersection of said road, with the highway, leading from Agawam Street to the South End Bridge, near the house of Martin Haley, in the said town of Agawam.

James F. Barry	} Selectmen
Willis C. Campbell.	
	} of
	} Agawam.

Selectmen of
Agawam, Petrs. to
locate anew highways
in Agawam..

22.

Book of Plans,
Page 165-166.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the second Tuesday of April, in the year of our Lord one thousand eight hundred and ninety-three, and was continued from meeting to meeting to this meeting, and due proceedings having been had thereon, the County Commissioners now file the following Location Report, to wit:

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, October Meeting, 1893.

On the Petition of The Selectmen of Agawam and others, praying for highways to be located anew in Agawam. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the first day of July, A. D. 1893, view said highways and hear all parties interested and did adjudge that common convenience and necessity required that said highways should be located anew. And at the time of said view, after adjudicating as aforesaid, said Commissioners appointed the 28th day of September, 1893, as the time when they would proceed to locate anew said highways and gave due notice as the law directs.

And now said Commissioners locate anew said highways in the manner following: (Suffield Street.) Beginning at a stone bound on the westerly side of the road in the line dividing the State of Massachusetts from the State of Connecticut, thence running N. 10 degrees E. 919.56 feet to a stone bound on land of heirs of Edward Bennett, thence N. 15 degrees 52 minutes E. 960.9 feet on land of said heirs of Edward Bennett to a stone bound, thence N. 16 degrees 27 minutes E. on land of heirs of said Bennett and Mrs. J. G. Burt 1305.4 feet to a stone bound, thence N. 12 degrees 03 minutes E. 844.0 feet to a stone bound at the southerly line of Shoemaker lane, thence N. 19 degrees 57 minutes E. 6978.1 feet to a stone bound on the southerly side of Silver St. thence N. 14 degrees 54 minutes E. 3292.4 feet to a stone bound on land of Joseph W. Work passing the south line of Elm St. 1935 feet from the bound at the beginning of this course, thence N. 18 degrees 36 minutes E. 944.7 feet to a stone bound on land of William Edgar, thence N. 17 degrees 32 minutes E. 2273.0 feet to a stone bound on land of James Patterson. Up to this point said road is to be three rods wide and on the easterly side of the line described, thence N. 7 degrees 57 minutes E. 579.9 feet to a stone bound on land of C. A. Knapp. At a point at right angles from the beginning of the last course described, the road begins to widen, the width increasing to 6 rods, at a point 163 feet from the beginning

of said last described course the easterly line of the road then continues straight, parallel and 6 rods distant from said last described course until it intersects the line running N. 21 degrees 08 minute E. distant three rods easterly of and parallel to the west side of the road thence continuing on the westerly side again and starting at the stone bound at the end of the course described last N. 7 degrees 57 minutes E. 579.9 feet and running N. 21 degrees 08 minutes E. 716.4 feet to a stone bound on lot line between land of C. A. Knapp and Robert Ely. Opposite a point 228 feet from the beginning of the last course the easterly line of the road before-described intersects a line 3 rods easterly from and parallel to said course and from this point to Main street the road continues to be three rods wide and on the easterly side of the line hereafter described. Thence continuing on the westerly side and running N. 25 degrees 01 minute E. 1051.0 feet to a stone bound, thence N. 26 degrees 25 minutes E. 1268.8 feet to a stone bound on the southerly side of Main Street.

Road running from the land of E. L. Covell to Ferry Street, near the house of Martin Haley.

Starting on the northerly side of the road at an elm tree in lot line between Leonard Clark and Timothy Scanlon, said tree being mentioned in the layout of said road from Ferry Street westerly, thence running N. 65 degrees 08 minutes W. 5 feet to a stone bound, thence S. 84 degrees 20 minutes W. 414.58 feet to a stone bound in lot line between land of Timothy Scanlon and R. L. Blaisdell, thence N. 83 degrees 11 minutes W. 257.64 feet to a stone bound, thence ^S89 degrees 24 minutes W. 502.5 feet to a stone bound, thence S. 69 degrees 13 minutes W. 772.76 feet to a stone bound, thence S. 49 degrees 56 minutes W. 243.12 feet to a stone bound, thence S. 25 degrees 37 minutes W. 243.98 feet to an iron bar on the Northerly side of Ferry street. Said road to be two rods wide and on the northerly and westerly sides of the line described. ^{ELY F 4th 1/2 1/2} And the owners of the land, over which said highway is thus laid out, are allowed until the first day of June next, to remove therefrom their buildings, wood, timber, or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highways, award that no damages be paid to any person or corporation, as in their opinion none are entitled to any in consequence of these new locations of highways. Railings shall be erected at all steep and dangerous places, and the whole shall be done in a workmanlike

manner,— to the acceptance of said Commissioners. Leonard Clark, Esq., County Commissioner, being disqualified, Benj. F. Burr, Esq., Special Commissioner, was called in and acted in his stead.

Harvey D. Bagg

W. H. Brainerd.

Benjamin F. Burr,) Special Commissioner.

} County Commissioners.

Hampden, ss. County Commissioners' Meeting, October 28th, A.D. 1893.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:

ROBERT O. MORRIS, Clerk.

Robert B. Crane et al., Petrs. for alteration and discontinuance of highway in Westfield.

To the Honorable the County Commissioners of the County of Hampden, Commonwealth of Massachusetts.

Respectfully represent your petitioners that the public highway in Westfield, in said County, being the southerly part of Mill street and the westerly part of South Maple street can with greater public convenience be altered by changing the same to the north and east of its present location, and pray that after due proceedings had you will decree such alteration and a discontinuance of such part of the existing highway as shall be rendered unnecessary by such alteration.

Robert B. Crane and others, Petrs.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the second Tuesday of April, in the year of our Lord one thousand eight hundred and ninety-three, and was continued from meeting to meeting to this meeting, and due proceedings having been had thereon, the County Commissioners now file the following Location Report, to wit:

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, October 3rd, 1893.

On the Petition of Robert B. Crane and others, praying for a highway to be altered in Westfield. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the third day of August, A. D. 1893, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be altered. And at the time of said view, no per-

24.
For Plan, See Book
of Plans- Page 167.

son interested objected. And now said Commissioners alter said highway in the manner following: (Alteration of Road southerly end of Mills St. near Cranes' Mill.) Beginning at a point the center of a large maple tree on the northerly side of South Maple Street, said point being in direct line with the westerly side of Cowles Bridge (so-called) thence running North eighteen degrees and thirty minutes West (N. $18^{\circ} 30' W.$) Four hundred thirty-nine feet and eight inches (439' 8") to a monument at the intersection of the easterly line of Mill Street. The above is the description of the easterly line. The westerly line begins at a point 49 1-2 feet at right angles from the centre of the maple tree at point of beginning, thence running Northerly and parallel to the easterly line three hundred and fifty feet to a point in the old highway. The County Commissioners having heard all persons and corporations interested in relation to the question of damages, award no damages to be paid to any person or corporation, as in their opinion none are entitled to any in consequence of this alteration of highway. And it is ordered by said Commissioners that the inhabitants of said town of Westfield, shall, on or before the first day of January, 1894, complete and finish the same, so that twenty feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. If practicable, the centre of the travelled part shall be the centre of the location. The form and manner of construction shall be as follows:- All obstructions shall be removed from every part of the same to the width aforesaid, and so crowned that the centre shall be eight inches higher than the sides by a circular, curved surface; all small inequalities shall be reduced to a level. Bridges shall be constructed of stone or brick; drains and sluices shall be of the same material and of sufficient capacity at all places necessary for conducting away the water. Eight inches on the surface of the whole part to be travelled upon shall consist of gravel or other material which shall be permanently hard; and durable stone or iron monuments shall be placed at each end, and at each angle in said described line. Where excavations are necessary, the slope of the banks on the sides shall not exceed one foot perpendicular, to one and one-half feet horizontal. Railings shall be erected at all steep and dangerous places; and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

Leonard Clark,
W.H. Brainerd

} County Commissioners.

Hampden, ss. County Commissioners' Meeting, Nov. 25th, A.D. 1893.
The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:

ROBERT O. MORRIS, Clerk.

Selectmen of Westfield, et als.

Petrs. for alteration of highway in Westfield.

26.

For Plan, See Book of Plans, Page 167.

To the Honorable Board of County Commissioners for the County of Hampden, Mass.

We the undersigned inhabitants of the town of Westfield believe that the public convenience and necessity require the extension of Pearl Street from Day Avenue to Noble Avenue. The selectmen having refused to lay the same on account of the parties in interest refusing to state to them the amount of damage claimed. We therefore petition your Honorable Board to locate the same as a public highway.

Westfield, June 3, 1893.

Selectmen of Westfield and others.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-three, and was continued to this meeting, and due proceedings having been had thereon, the County Commissioners now file the following Location Report, to wit:

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Oct. 11th, 1893.

On the Petition of the Selectmen of Westfield and others, praying for a highway to be laid out in Westfield. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eighth day of August A. D. 1893, view said highway and hear all parties interested, and did adjudge and determine that the selectmen have unreasonably neglected and refused to lay out said way and that common convenience and necessity required that said highway should be laid out and at the time of said view, after adjudicating as aforesaid, said Commissioners appointed the eleventh day of October, 1893, as the time when they would proceed to lay out said highway and gave due notice as the law directs. And now said Commissioners lay out said highway in the manner following: Beginning at Iron Monument on the West side of

Day Avenue, at the Northeast corner of land of Charles C. Pratt; thence running North $78^{\circ} 35'$ West 236 feet to an iron monument on the east side of Noble Avenue. The above description is for the South side of the road— the North side is three rods northerly therefrom and parallel thereto and extends to the intersection of Day and Noble Avenue. In consideration of claims, the town is to build walks abutting upon the property of Chas. C. Pratt and J. Reed. And the owners of the land, over which said highway is thus laid out, are allowed until the first day of December next, to remove therefrom their buildings, wood, timber, or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by reason of laying out said highway, award no damages to be paid to any person or corporation, as in their opinion none are entitled to any in consequence of this location of highway. And it is ordered by said Commissioners that the inhabitants of said town of Westfield shall, on or before the first day of June, 1894, complete and finish the same, so that eighteen feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. If practicable, the centre of the travelled part shall be the centre of the location. The form and manner of construction shall be as follows:— All obstructions shall be removed from every part of the same to the width aforesaid, and so crowned that the center shall be six inches higher than the sides all small inequalities shall be reduced to a level, or a regularly inclined plane, and greater rises shall not exceed — feet in one hundred feet. Bridges shall be constructed of stone or brick; drains and sluices shall be of the same material and of sufficient capacity at all places necessary for conducting away the water. Swampy and soft bottoms shall be raised at least — feet; — inches on the surface of the whole part to be travelled upon shall consist of gravel or other material which shall be permanently hard; and durable stone or iron monuments shall be placed at each end, and near each angle in said described line. Where excavations are necessary, the slope of the banks on the sides shall not exceed one foot perpendicular, to one and one-half feet horizontal. Railings shall be erected at all steep and dangerous places; and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

Leonard Clark
Harvey D. Bagg
W.H. Brainerd

} County Commissioners

Hampden, ss. County Commissioners' Meeting, Oct. 31st, 1893.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:

ROBERT O. MORRIS, Clerk.

The Boston and Al-

bany R. R. Co. Petr Hampden, ss.

to take additional
land in Springfield.

Commonwealth of Massachusetts.

To the Honorable, the County Commissioners of the County of Hampden.

Petition of the Boston and Albany Railroad Company.

27.

For Plan, See Book
of Plans, ¹Page 175

Your petitioner respectfully represents that it requires additional land without the limit of the route fixed, in the City of Springfield in said County, for the purpose of slopes, and of making and securing its road, to wit: a certain parcel of land bounded and described as follows: Beginning at the intersection of the northerly side line of location of The Boston and Albany Railroad with the westerly line of St. James Avenue; thence running southwesterly by the location of said Company's railroad to a point opposite Station 652+ 60 on the centre line of said Company's location; thence running northerly by land of said railroad company to a point distant one hundred and seven and seventy-five one-hundredths ($107 \frac{75}{100}$) feet northwesterly from said centre line measured at right angles thereto; thence running northeasterly by land of Richard Mahoney to a point distant one hundred and seven (107) feet northwesterly from said centre line measured at right angles thereto at Station 651; thence running northeasterly by land of said Mahoney to a point distant one hundred and three (103) feet northwesterly from said centre line measured at right angles thereto at Station 650; thence running northeasterly by land of said Mahoney to a point distant ninety-one (91) feet northwesterly from said centre line at Station 649; thence running northeasterly by land of said Mahoney to a point distant eighty-nine (89) feet northwesterly from said centre line at Station 648; thence running northeasterly parallel with said centre line about five hundred (500) feet to a point on land of John Bresnehan distant eighty-nine (89) feet northwesterly from said centre line at Station 643; thence running northeasterly by land of said Bresnehan to a point distant eighty-five (85) feet northwesterly from said centre line at Station 642; thence running northeasterly by land of said Bres-

nehan to a point distant eighty (80) feet northwesterly from said centre line at Station 641; thence continuing on the course of the last described line northeasterly to the said westerly line of said St. James Avenue; thence running southerly by the said westerly line of said St. James Avenue to the place of beginning.

It further represents that it is unable to obtain the same by agreement with the owners, and that said owners are supposed to be Richard Mahoney and John Bresnehan, both of said Springfield.

Wherefore it prays your Honorable Board to prescribe the limits within which the same may be taken without the permission of the owner, after due proceedings had in the premises.

The Boston and Albany Railroad Company

by SAML. HOAR,

its Attorney.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-three, when the petitioner appeared by its attorney, Saml. Hoar and it was ordered that the petitioner give notice to the owners of the land therein described to appear at a meeting of said County Commissioners, to be held at the Court House in Springfield, on Tuesday, the first day of August next, at 10 o'clock A. M., by causing an attested copy of said Petition and this Order thereon to be served upon Richard Mahoney and John Bresnehan, fourteen days at least before the said first day of August, and also by causing a like copy to be published in the Springfield Daily Republican, a newspaper published in said Springfield, seven days at least before the said first day of August, that all the persons interested might then and there appear and show cause why the prayer of said Petition should not be granted. And said petition was continued to this meeting, and now the following decree is entered, to wit:

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners of the County of Hampden, held at Springfield, in said County, on the Fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-three.

Whereas, upon the petition of the Boston and Albany Railroad Company, heretofore presented, representing that in the alteration of the St. James Avenue Bridge, said Company requires additional land without the limit of the route fixed, in the City of Springfield, in said County

for the purpose of slopes, and of making and securing its road, which said land belongs to Richard Mahoney and John Bresnehan, both of said Springfield, and representing that it is unable to obtain the same by agreement with said owners, all of which appears by said petition on file. In accordance with said petition, after due notice to the owners of the land, the County Commissioners met, and after a hearing and due consideration thereof, on this eighth day of November, A. D. 1893, said Commissioners do adjudge and determine that said Railroad Company be authorized to take land as prayed for in said petition without the permission of the owners and do prescribe the manner and limits within which the same may be taken as follows:

Beginning

at the intersection of the northerly side line of the location of the Boston and Albany Railroad with the westerly line of St. James Avenue; thence running southwesterly by the location of said Company's railroad to a point opposite Station 652 + 60 on the centre line of said Company's location; thence running northerly by land of said railroad company to a point distant one hundred and seven and seventy-five one-hundredths ($107 \frac{75}{100}$) feet northwesterly from said centre line measured at right angles thereto; thence running northeasterly by land of Richard Mahoney to a point distant one hundred and seven (107) feet northwesterly from said centre line measured at right angles thereto at Station 651; thence running northeasterly by land of said Mahoney to a point distant one hundred and three (103) feet northwesterly from said centre line measured at right angles thereto at Station 650; thence running northeasterly by land of said Mahoney to a point distant ninety-one (91) feet northwesterly from said centre line at Station 649; thence running northeasterly by land of said Mahoney to a point distant eighty-nine (89) feet northwesterly from said centre line at Station 648; thence running northeasterly parallel with said centre line about five hundred (500) feet to a point on land of John Bresnehan distant eighty-nine (89) feet northwesterly from said centre line at Station 643; thence running northeasterly by land of said Bresnehan to a point distant eighty-five (85) feet northwesterly from said centre line at Station 642; thence running northeasterly by land of said Bresnehan to a point distant eighty (80) feet northwesterly from said centre line at Station 641; thence continuing on the course of the last described line northeasterly to the said westerly line of said St. James Avenue; thence running southerly by the said westerly line of said St. James Avenue to the place of beginning.

Leonard Clark, County Commissioner, being disqualified on account of residence, Benjamin F. Burr, Special Commissioner, was called in and acted in his stead.

W. H. Brainerd) County Commissioner.

Benjamin F. Burr,) Special Commissioner.

Decision certified to the parties and to the Board of Railroad Commissioners.

To the County Commissioners in and for the County of Hampden.

The undersigned residents and tax payers of the Town of Agawam in said County, respectfully petition your Honorable Board to continue the road now laid out over the land of Mr. Leonard Clark, in said Agawam by starting at place where said road now ends being at the westerly boundary line of said Clark land and passing over the land of Henry Staunton and Emerson-Covell to the straight road which leads from the south end bridge to Agawam street, so-called. And to discontinue the old road from the west boundary of land of Henry Staunton to house or land of Martin Healy.

Henry O. Staunton and others.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for the County of Hampden, on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-three, and was continued to this meeting, and now it is ordered that said petition be dismissed, without costs.

To the Honorable Board of County Commissioners of Hampden County, Mass.

The subscribers, citizens of the town of Agawam, respectfully represent, that the highway leading from the South End bridge, so-called, to Whitman's corner, is out of repair. That public convenience and necessity require that specific repairs be made on the same. That it be widened and hardened and made more suitable and comfortable for travel.

James H. Clark and others, Petrs.

The foregoing petition was entered at this meeting, and due proceedings having been had thereon, the County Commissioners now file the following Location Report, to wit:

Henry O. Staunton
et als. Petrs.
for alteration
and discontinuance
of highway in
Agawam.

29.

James H. Clark
et als. Petrs. for
specific repairs
highway in Agawam

30.

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, Nov. 6th, 1893.

On the Petition of James H. Clark and others, praying for specific repairs on a highway in Agawam, - it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did on the sixth day of November, A. D. 1893, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should have specific repairs. And at the time of said view no person interested objected to the repairing of said highway. And now said Commissioners order specific repairs to be made on the highway leading from South End bridge, so-called to Whitman's corner, as follows: The same to be finished so that eighteen (18) feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. The form and manner of construction shall be as follows:- All obstructions shall be removed from every part of the same to the width aforesaid, and so crowned that the centre shall be ten inches higher than the sides. Drains and sluices shall be of stone or brick not less than 26 feet in length, and of sufficient capacity at all places necessary for conducting away the water. Eight inches on the surface of the whole part to be travelled upon shall consist of gravel or other material which shall be permanently hard. Railings shall be erected at all steep and dangerous places, and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

And it is ordered by said Commissioners that the inhabitants of said town of Agawam, shall on or before the first day of September, 1894, complete and finish the same. Harvey D. Bagg, County Commissioner, being unable to attend, James M. Sickman, Special Commissioner, was called in, and acted in his stead.

Leonard Clark,
W. H. Brainerd

} County Commissioners.

J. M. Sickman

} Special Commissioner.

Hampden, ss. County Commissioners' Meeting, Dec. 2nd, A.D. 1893.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:

ROBERT O. MORRIS,

Clerk.

Oct. Meeting, 1893.

Oct. 3rd, 1893. H. L. Niles and Company awarded the contract for furnishing the jail and House of Correction with meat for the ensuing year. Corned beef, \$2.65 per 100 pounds. Shanks, \$2.00 per 100 pounds Salt Pork 10 cents per pound.

Contract for furnishing the Jail and House of Correction with meat, awarded H.L. Niles & Co.

December 6th, 1893. The votes for Register of Deeds for the County of Hampden, being examined and counted, it appears that John J. Leonard of Springfield, has nine thousand five hundred and one votes, that James Russell Wells of Springfield, has eleven thousand four hundred and thirteen votes, that Michael J. O'Connor of Holyoke has one vote, and that Nathan Coe of Springfield has one vote. The said James Russell Wells of Springfield having the highest number of votes is declared to be elected.

James R. Wells, elected Register of Deeds.

The sum of seven hundred and forty-seven dollars and fifty-six cents is allowed for damages and other expenses incurred under the Statutes relative to dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Sheep Damages.
\$747.56

The following persons are allowed the sum set against their names for damages to lands taken for highways, amounting to the sum of three hundred dollars, and the same is ordered to be paid from the County Treasury. To Norman T. Smith and wife, on petition of R. W. Carter et als. \$300.00

Land Damages.

Hampden, ss. Dec. 6th, 1893.

Judgment is entered up according to reports, &c., and all matters not acted upon are ordered to be continued, and this meeting is adjourned without day.

Attest:

Robert O. Momo

Clerk.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners, begun and holden at Springfield, within and for the County of Hampden, on the Fourth Tuesday of December, being the twenty-sixth day of said month, in the year of our Lord one thousand eight hundred and ninety-three.

Present, Leonard Clark, Esq., Chairman,	} County Commissioners.
William H. Brainerd, Esq.	

and by adjournment on the third day of January, on the eleventh day of January, on the sixth and twenty-sixth days of February, on the sixth day of March, and on the third day of April, in the year of our Lord one thousand eight hundred and ninety-four.

Present, Leonard Clark, Esq., Chairman,	} County Commissioners.
Wm. H. Brainerd, Esq.	
James M. Sickman, Esq.	

Wm. H. Brainerd of Palmer, having been declared by the Board of Examiners elected County Commissioner, for the term of three years, and James M. Sickman having been appointed under the Provisions of Section 220 of Chapter 417, of the Acts of 1893, in place of Harvey D. Bagg, Esq., deceased, and both having been duly sworn, appear on said third day of January, and the Board, consisting of Leonard Clark, Wm. H. Brainerd, and James M. Sickman, Esquires, proceed to the choice of a Chairman. The whole number of votes cast is three, of which, Leonard Clark, Esq. has two, and is chosen Chairman of the Board for the year ensuing.

Willimansett Bridge.

Chapter 350 of the Acts of 1889.

For Plan, See Book
of Plans, Pages 169
and 173.

AN ACT TO AUTHORIZE THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN to lay out a highway and construct a Bridge across the Connecticut River between HOLYOKE and CHICOPEE.

Be it enacted &c., as follows:

Section 1. The county commissioners of the county of Hampden are hereby authorized and required within two years from the passage of this act to lay out a public highway and construct a bridge, with suitable approaches across the Connecticut River between the city of Holyoke, and that part of the town of Chicopee known as Willimansett, from the point of intersection of the center line of Cabot street with the centre line of Canal

street in said Holyoke to a point in said Willimansett not more than two hundred and fifty feet southerly from bridge of the Connecticut River Railroad Company.

Section 2. All expenses incurred under this act, including all expenses of maintaining and keeping in repair said bridge when completed, shall be borne and paid by the said county of Hampden and such towns in said county in such proportion and in such manner as shall be determined under the following provisions.

Section 3. When such highway and bridge and approaches are completed, and as soon as their full cost is ascertained, said county commissioners shall file their report of the facts, together with the amount of such expenses, in the office of the clerk of the supreme judicial court for said county, whereupon and upon the application of said county commissioners or any party interested, and after such notice as said court may order, said court shall appoint a board of three commissioners who shall be sworn to the faithful discharge of their duties hereunder, and who, after proper notice to and a full hearing of all the parties interested, shall award and determine what proportional part of the cost of said bridge, and what proportional amount of all expenses of keeping in repair said bridge, and all other expenses incurred under this act, shall be borne, and paid by said county and by such towns or cities in said county as they, the said commissioners, shall award and determine will be specially benefitted by said bridge, and they shall also award and determine how, by and to whom such proportional amounts shall be paid.

Section 4. The determination and award of said commissioners appointed as aforesaid, or the majority of them, shall be then reported in writing to the said supreme judicial court, and upon acceptance by said court and judgment and decree thereon, shall be binding upon all parties named therein, and such proceedings may be had upon such judgment or decree to enforce and carry into effect the same as is provided by law in civil cases in said court. Compensation and expenses of said commissioners shall be paid in such manner as they shall determine, subject to the approval of said court.

Section 5. If for the purpose of laying out said public highway and constructing said bridge, with suitable approaches thereto, the county commissioners of said county of Hampden deem it necessary to take and appropriate and use the lands and property of private owners and any of the property and materials in the superstructure of the old bridge between Holyoke and South Hadley, after the same shall have been rebuilt

in accordance with the provisions of chapter three hundred and nineteen of the acts of the year eighteen hundred and eighty-eight, said county commissioners are hereby authorized to enter upon, take, appropriate and use such lands, property and materials.

Section 6. Said county commissioners shall estimate and determine all damages that may be sustained by any party or parties by the taking, appropriating and using of land, property and materials as aforesaid; but any party aggrieved by such determination of said county commissioners may have their damages assessed by a jury in the same manner as is provided by law with respect to damages sustained by reason of the laying out of ways.

Section 7. Said county commissioners are hereby authorized to borrow upon the credit of said county such sums as may be necessary for carrying into effect the provisions of this act.

Section 8. This act shall take effect upon its passage.

Approved May 21, 1889.

Chapter 277 of the Acts of 1891.

AN ACT RELATIVE TO LAYING OUT A PUBLIC HIGHWAY AND CONSTRUCTING A BRIDGE ACROSS THE CONNECTICUT RIVER BETWEEN HOLYOKE AND CHICOPEE.

Be it enacted etc. as follows:

Section 1. Section one of chapter three hundred and fifty of the acts of the year eighteen hundred and eighty-nine is hereby amended by striking out in the second line thereof, after the word "required" the words "within two years from the passage of this act," and inserting in place thereof the words:- before the first day of January in the year eighteen hundred and ninety-two,- and by striking out the word "town", in the sixth line of said section one, and inserting in place thereof the word: city,- also by striking out the word "two", in line ten, and inserting in place thereof the word:- three,- and by adding at the end of said section one, the following words:- and all contracts for the building of said bridge and approaches and the doing of the work required by this act shall be made and let by said county commissioners before the first day of July in the year eighteen hundred and ninety-one; and in the event that said county commissioners shall neglect or fail to make and let said contracts before said first day of July, in the year eighteen hundred and ninety-one, the supreme judicial court sitting within and for said county of Hampden shall, upon the application of any citizens of said county, by mandamus, compel said county commissioners to immedi-

ately make and let said contracts and to perform the duties required of them, the said county commissioners, by this act, - so that said section as amended shall read as follows:- Section 1. The county commissioners of the county of Hampden are hereby authorized and required before the first day of January in the year eighteen hundred and ninety-two, to lay out a public highway and construct a bridge, with suitable approaches, across the Connecticut river between the city of Holyoke and that part of the city of Chicopee known as Willimansett, from the point of intersection of the centre line of Cabot street with the centre line of Canal street in said Holyoke to a point in said Willimansett not more than three hundred and fifty feet southerly from the bridge of the Connecticut River Railroad Company; and all contracts for the building of said bridge and approaches, and the doing of the work required by this act shall be made and let by said county commissioners before the first day in July in the year eighteen hundred and ninety-one; and in the event that said county commissioners shall neglect and fail to make and let said contracts before said first day of July in the year eighteen hundred and ninety-one, the supreme judicial court sitting within and for said county of Hampden, shall, upon the application of any citizen of said county, by mandamus, compel said county commissioners to immediately make and let said contracts and to perform the duties required of them, the said county commissioners, by this act.

Section 2. This act shall take effect upon its passage.

The consent of the Board of Railroad Commissioners to a crossing of the tracks of the Connecticut River Railroad Company, in Holyoke, at grade, is as follows:

Commonwealth of Massachusetts. In Board of Railroad Commissioners.
October 4, 1890. The application of the County Commissioners of Hampden County for the consent of the Board to a crossing of the tracks of the Connecticut River Railroad in Holyoke at grade.
Filed 5 August, 1890. Hearing at Holyoke, Tuesday, September 30, 1890. The County Commissioners were represented by T. M. Brown, who was supported by W. H. Brooks, representing various residents in the vicinity. The remonstrants were represented by George D. Robinson, who appeared for the Mayor of the city of Holyoke and various individuals by James H. Loomis, representing Chicopee; and W. W. McClench, representing the Connecticut River Railroad. A view of the premises was taken, and a full hearing given. Statutes 1889, c. 350, section 1 is quoted above.

It appeared that the switch or branch tracks of the Connecticut River Railroad, over which assent is asked for a crossing at grade, are one hundred and sixty-six feet distant from the point of intersection of the centre line of Cabot street with the centre line of Canal street, which point is prescribed by the act as one of the termini of the proposed highway. The Legislature having required the County Commissioners to locate and construct a highway from this point to some point on the opposite side of the Connecticut River within two hundred and fifty feet from the bridge of the Connecticut River Railroad Company, this Board held that its powers in the premises were limited by the provisions of the act, that it could not consider whether an avenue could be constructed between other termini so as to avoid a grade crossing; nor could it consider whether it would be better to have an avenue at all rather than an avenue crossing said tracks of the Connecticut River Railroad at grade; that the only question for it to consider was whether an avenue complying with the requirements of the act aforesaid could reasonably and properly be constructed without crossing the said tracks of the Connecticut River Railroad at grade. Neither this Board nor the Board of County Commissioners has any authority to require a change of grade either of Cabot and Canal streets or of the Connecticut River Railroad. It appeared that it would be practically impossible to construct the avenue so as to cross under the said tracks of the Connecticut River Railroad and that it could not be constructed so as to cross over said tracks without a grade of twelve or fourteen feet in a hundred for a distance of one hundred and sixty-six feet, of which distance one hundred feet would be on a bridge over the canal, and that such a grade would practically prevent the use of the avenue for the traffic for which it is intended. The Board therefore finds that the limitations imposed by the act are such that the avenue would be useless for general traffic unless it crosses the tracks in question on a level therewith, and the Board therefore assents to such crossing.

For the Board,

(Signed) George G. Crocker,

Chairman.

Copy. Attest: Wm. A. Crafts, Clerk.

On the thirteenth day of November, in the year eighteen hundred and ninety- the following license was received from the Harbor and Land Commissioners, to wit:

Commonwealth of Massachusetts. No. 1298. (Seal.)

Whereas, the Board of County Commissioners of the County of Hampden and Commonwealth aforesaid, has been authorized and required by the General Court, by Chapter 350 of the Acts of the year 1889, to lay out a public highway and construct a bridge, with suitable approaches across the Connecticut River between the city of Holyoke and that part of the town of Chicopee known as Willimansett from the point of intersection of the centre line of Cabot street with the centre line of Canal street in said Holyoke to a point in said Willimansett not more than two hundred and fifty feet southerly from bridge of the Connecticut River Railroad Company, in the county of Hampden, and Commonwealth aforesaid; and before beginning said work, has given written notice to the Board of Harbor and Land Commissioners of the work intended to be done and submitted, for the approval of said Board, Plans and Specifications, showing in detail the location and dimensions of said work, and the mode in which the same is to be performed; and whereas due notice of said application, and of the time and place fixed for a hearing thereon, has been given, as required by law, to the Mayor and Aldermen of the City of Holyoke and the Selectmen of the town of Chicopee; NOW, said Board, having heard all parties desiring to be heard, and having fully considered said application, hereby approves the Plans and Specifications for said work hereto annexed and the mode of performing the same as shown thereby, and subject to the approval of the Governor and Council, hereby authorizes and licenses said work to be done in accordance therewith, subject to the provisions of chapter 344 of the Acts of 1885 and the nineteenth chapter of the Public Statutes, and of all laws which are or may be in force applicable thereto. Duplicates of the aforesaid Plans and Specifications, numbered 1298, remain on file in the office of said Board, and said work is to be executed under its supervision. Nothing herein contained shall be so construed as to impair the legal rights of any person. This license shall be void unless the same, and the accompanying Plans and Specifications, are recorded, within one year from the date hereof, in the Registry of Deeds for the County of Hampden.

In Witness Whereof, the said Harbor and Land Commissioners have hereto set their hands this thirtieth day of October in the year eighteen hundred and ninety.

John E. Sanford
John I. Parker
Chas. H. Howland

} Harbor and
Land
Commissioners.

Commonwealth of Massachusetts.

Boston, Nov. 5, 1890.

Approved by the Governor and Council.

Henry B. Peirce,

Secretary of the Commonwealth.

Received Dec. 15th, 1890 and Recorded in the Registry of Deeds for Hampden County, Mass., Book 473, Page 168.

Attest: JAMES E. RUSSELL,

Register.

WILLIMANSETT BRIDGE. Contract and Specifications for building the MASONRY AND FOUNDATIONS for a bridge over the CONNECTICUT RIVER at WILLIMANSETT, between HOLYOKE and CHICOPEE, Mass. 1890.

TO CONTRACTORS. Sealed proposals will be received by the Board of Commissioners of the County of Hampden, Mass., until _____ for building the masonry and foundations for a bridge over the Connecticut River at Willimansett, between Holyoke and Chicopee, Mass.

All bids are to be made upon or in accordance with the following blank form of proposal, signed by the bidder, indorsed upon the envelope "Proposal for Willimansett Bridge Masonry" and directed to Leonard Clark, Chairman, Springfield, Mass. A bond will be required for the faithful performance of the contract, in such sum as shall be fixed by the Commissioners after the bids are opened, the amount of the bond to be not less than one-quarter nor more than one-half of the amount of the contract, the sureties to be responsible parties, satisfactory to the Commissioners.

The person or persons to whom the contract may be awarded will be required to sign the contract and furnish the bond within seven days after his or their notification of the award, and the receipt of all parts of the contract in readiness for signature; and, failing to do so, he or they will be considered to have abandoned it. Bids will be received for building the masonry and foundations in accordance with plans, detail drawings, and specifications, which will be furnished by the Commissioners; and no other bids will be considered. Copies of the Plans and specifications will be mailed to Contractors upon application to Edward S. Shaw, Consulting Engineer, 146 Franklin Street, Boston; and copies may be seen at the office of the County Clerk, Springfield, Mass.

The Commissioners reserve the right to reject any or all proposals.

LEONARD CLARK,
HARVEY D. BAGG
LEWIS F. ROOT

} Board of Commissioners
} of Hampden County.

PROPOSAL.

To the Board of Commissioners of Hampden County, Mass., for building the masonry and foundations of Willimansett Bridge over the Connecticut River, between Holyoke and Chicopee, Mass.

Made by A. H. Wright, George E. Lyons and H. W. Wright, copartners doing business under the style of Wright, Lyons & Company in Springfield, in the State of Massachusetts, Dated June 18th, 1891.

The undersigned hereby declare that they have examined the Plans and Specifications for the masonry and foundations of the above-named bridge, prepared by the Engineer for the County Commissioners, and the form of contract annexed thereto, and that they will contract to furnish all the necessary materials, tools, and apparatus, and to do all the work required to build and complete the masonry and foundations of the bridge, in the manner and on the conditions shown and specified, and in full accordance with the plans and the terms of the said contract and specifications, for the following prices per unit of measure of each item and class of work as herein stated, to wit:

- 1st, For all pier masonry, laid in place, the sum of Fifteen Dollars (\$15.00) per cubic yard.
- 2nd. For all abutment masonry, laid in place, the sum of Eleven Dollars (\$11.00) per cubic yard.
- 3rd. For all wing-wall and retaining-wall masonry, laid in place, the sum of Eight Dollars (\$8.00) per cubic yard.
- 4th. For all pier foundations built within coffer-dams, complete in place, the sum of Twenty-seven Dollars (\$27.00) per cubic yard of crib.
- 6th. For all excavations for shore piers, abutments, wing-walls, and retaining-walls, the sum of Thirty cents (\$.30) per cubic yard.
- 7th. For all riprapping, deposited at the base of piers and abutments and dressed to surface, the sum of One Dollar and Fifty cents (\$1.50) per cubic yard.

Signed,

Witnessed,

CONTRACT.

For building the masonry and foundations for a Bridge over the Connecticut River at Willimansett, between Holyoke and Chicopee, Mass.

THIS AGREEMENT, made and concluded this eighteenth day of June, in the year one thousand eight hundred and ninety-one between the County of Hampden in the State of Massachusetts, acting by its Board of County Commissioners, party of the first part, and A. H. Wright, George E. Lyons and W. H. Wright, copartners doing business in Springfield, County of

Hampden, in the State of Massachusetts, under the style of Wright, Lyons & Company, party of the second part.

A. WITNESSETH: that for and in consideration of the payments and agreements hereinafter mentioned, to be made and performed by the said party of the first part, the said party of the second part agrees with the said party of the first part to construct and finish in the most substantial and workmanlike manner the masonry and foundations for a bridge over the Connecticut River at Willimansett, between Holyoke and Chicopee, Mass., of the design and dimensions shown by the Plans hereto annexed and in accordance with the following Specifications, the said Plans and Specifications being hereby made a part of this contract.

B. Whenever the word "County" is used, it shall be understood to mean the County of Hampden, in the State of Massachusetts, acting by its Board of County Commissioners for the construction of the said bridge.

Whenever the word "Commissioners" is used in this contract or the specifications embodied therein, it shall be understood to mean the Commissioners of the County of Hampden in the State of Massachusetts.

Whenever the word "Contractor" is used herein, it shall be understood to mean the party who has agreed to perform the work required by and in accordance with the terms of this contract as party of the second part, or their legal representative.

Whenever the word "Engineer" is used herein, it shall be understood to mean the engineer employed by the Commissioners, with reference to the design and construction of the masonry and foundations of the bridge.

Whenever the word "Plans" is used herein, it shall be understood to mean the general and detail drawings attached to or accompanying this contract and forming a part thereof, together with all additional drawings conforming to and agreeing with the drawings accompanying the contract which the Engineer may prepare, to more fully illustrate the details and facilitate the execution of the work.

Whenever the word "Work" is used herein, it shall be understood to mean any or all parts of the masonry and foundations of the said bridge, the temporary structures necessary for and incidental to the completion thereof, and the materials for and labor performed thereon as required by the terms of this contract.

SPECIFICATIONS.

C. The Contractor is to furnish all the materials and do all the work necessary to build, complete and ready for the superstructure, the masonry and foundations for a bridge over the Connecticut River at Williman-

sett, between Holyoke and Chicopee, Mass., in accordance with the plans hereto annexed and with these specifications.

GENERAL DESCRIPTION.

The masonry required for this work will consist of :-

1. Three river piers.
2. one shore pier.
3. Two pedestal piers.
4. Two abutments.
5. Wing-walls and retaining walls for approaches (about 700 lineal feet).

RIVER PIERS.

The river piers will be about 37 feet in height from the top of the foundation crib, except the east pier, which will be about 2 feet shorter, and will measure 7' X 41' -6" under the coping and 10'-6" X 52' at the base. They are to be placed upon a foundation consisting of a timber box or crib (15' X 57') filled with concrete.

The piers are to have a batter of $1\frac{1}{2}$ " per foot upon the sides, and 1" per foot at the rear end, and are to be provided upon the upstream end with a cut-water having a batter of 2" per foot upon its faces. Coping and footing courses are to be built with the depths and projections shown on the plans. The footing courses are to be entirely of coursed split stone masonry (as hereinafter defined), with the builds of the top course cut for one foot back from the face to lay to $1\frac{1}{2}$ " joint with the battered courses above, and the arris neatly pitched to line. The outside courses of the piers and abutments are to be laid in regular courses cut bed and build to $1\frac{1}{2}$ " joint rock faced. The bed to be not less than 21. The ends of the stone to be cut back 1" from its face at right angles thereto. In the middle of the piers and abutments they may be of suitable split stone. Coping courses are to be of cut stone throughout. Bearing-blocks for trusses are to be of the dimensions shown, with cut bed and build, the upper or bearing surface to be bush hammered (6 cut) throughout, with 2" pene hammered wash. They are to be secured to the coping courses by two 1" X 8" iron dowels. The courses of the cut-water are to be connected by 1" X 8" iron dowels, as shown on the course plans, and the entire surface of the inclined faces of the cut-water is to be pointed to not over $1\frac{1}{2}$ " projection from the chisel draughts on the arrises.

SHORE PIER.

The shore pier will be similar in the character of the masonry used

in the several portions thereof to the river piers, but will be smaller in size, and not provided with a cut-water. It will have instead, wing-walls inclined to the axis of the pier, to divert the water during floods.

PEDESTAL PIERS.

These are two small and low piers, situated between the tracks on the bank, and serving as a foundation, or pedestals, for an iron pier, supporting the two short spans of the superstructure over the tracks.

ABUTMENTS.

The abutments are to be of the dimensions and character of masonry shown and marked on the plans in their several portions; the character and quality of the different kinds of masonry, whether in piers or abutments, being hereinafter fully defined and described under the head of "Quality of Materials and Workmanship."

WING AND RETAINING WALLS.

The body of these walls will consist entirely of rubble masonry, as hereinafter defined. They will be provided with a toe or footing course of split stone on the face, not less than 22" in depth and projecting 6" from the face above, and with a coping course having a uniform width and depth, as shown. The coping course is to be cut (pointed) on top wherever it is adjacent to the highway. It is intended that the stone masonry of the shore piers, abutments and wing and retaining walls, shall rest directly upon and spring from a natural gravel or hard-pan foundation at the depths shown or indicated upon the plans; but, if in the opinion of the engineer the natural bed should not be suitable to carry the masonry without unequal settlement, the Contractor may be required to substitute concrete for the lower courses of the masonry, or to carry the masonry down to a suitable bed upon hard-pan or gravel, or to provide a foundation of piles, grillage, etc., as ordered or approved by the Commissioners.

RIVER PIER FOUNDATIONS.

The foundations for all of the river piers will consist of an open box or crib 15' X 57' X 3' in dimensions over the timbers. To be built of 12" X 12" spruce timbers thoroughly framed and bolted together, in accordance with the plans, and provided with six timbers extending across from side to side, acting as ties and braces as shown. The bottom of the crib is to be placed at a depth of 2' to 3' below the bed of the river, as shown; the material composing the river bed being excavated for this purpose. The crib is to be filled throughout with Portland

cement concrete, mixed as hereinafter described, and levelled on top to receive the stone masonry.

1. IN COFFER-DAMS.— The Contractor is to provide the materials for and build coffer-dams around all of the pier foundations, of sufficient dimensions, strength, and tightness to enclose the crib shown and keep out the water while building or placing the crib, and building the masonry to a point above the stage of the water prevalent when the piers are built. The crib is to be built in place, or built on staging above its site and lowered into place, a level bed having been previously excavated for it to the depth shown; and, before or when the crib is nearly in place, the interior of the coffer-dam is to be pumped and kept dry while the crib is adjusted to an exact line and level and filled with concrete.

While the masonry is being laid, the water in the coffer-dam is to be kept below the level of the work on hand. The design and method of constructing the coffer-dam and the materials used are to be approved by the Engineer, but the responsibility of making and maintaining a suitable and safe dam is to be borne by the Contractor. The dam must be so constructed that it may be readily pumped dry, and all the concrete and masonry within it laid wholly out of water. It must be of sufficient size to allow the proper excavation of the bed of the river to the depth shown and an easy adjustment of the crib to its proper position.

After the masonry has been laid, the portion of the coffer-dam above low water mark must be removed; and, if the coffer-dam is of such a nature as to be carried away by freshets or interfere with the proper rip-rapping and protection of the foundations, it must be entirely removed.

RIP-RAPPING.

After the piers and foundations are completed, the base of the piers must be surrounded with rip-rap, consisting of stones of moderate size (6" to 18") the smaller ones on top; and the upper surface of the rip-rap must be dressed to the slopes shown, and the slopes curved or pointed at the ends of the pier, so as to properly deflect the current around the piers.

EXCAVATION.

The Contractor is to excavate for piers and abutments, and deposit the excavated material upon the location of the extension of Cabot Street as directed by the Commissioners.

QUALITY OF MATERIALS AND WORKMANSHIP.

GRANITE. All stone used in the masonry must be strong, sound, hard, and durable granite, split from the quarry, and free from flaws or defects

that might impair its strength or durability. It shall be of a uniform quality and color in parts of the work of the same class. All masonry is to be neatly and carefully laid to the given lines and levels and of the dimensions marked upon the drawings. All masonry is to be quarry faced, with all joints neatly pitched to line on the face, and with $1\frac{1}{2}$ " chisel draughts on all arrises. The projection of the quarry faces of the stone from the pitch lines is not to exceed 3". No hollow-faced stones are to be used, and all unsightly projections are to be scabbled down. All stretchers shall have beds equal in width to at least 2' and all headers shall have beds not less than their rise, and no stone shall have a length less than $1\frac{1}{2}$ nor greater than 6 times its rise. The bond or overlap of joints shall not be less than 1'.

All masonry is to be laid solid in cement throughout and all joints well filled with cement. Vertical and interior joints are to be well filled with cement and spawls, or thoroughly grouted, as the engineer may direct and approve, and, if grout is used, the masonry shall not be carried up more than three feet before grouting.

CEMENT. The cement used for laying the footing courses of the piers and abutments, and all of the cut stone and coursed split stone masonry, is to be of an approved brand of Portland cement, mixed in the proportion of one part of cement to two parts of sand. The cement used for laying the remainder of the masonry may be Rosendale, Akron, or other American cement, of a quality, equal in strength and reliability to the Norton or Hoffman brands of Rosendale cement, and is to be mixed in the proportion of one part of cement to two parts of sand. If it should be necessary to lay any portion of the masonry under water or in very wet or freezing weather, the proportion of cement shall be increased to one part of cement and one part of sand, and Portland cement used throughout, if required by the Engineer. All cement must be fresh and fine ground, and must be used immediately after mixing and before it has commenced to set. All cement must be stored under a water-tight cover, and protected from dampness; and cement that has become caked in the casks must not be used. All sand must be clean and sharp, free from loam, clay, or marl, and well screened.

POINTING. All joints of the masonry are to be thoroughly raked out and tool-pointed with Portland cement, mixed in the proportion of one part of cement and one part of fine sharp sand. All grout shall be composed of the same kind of cement and mixed with the same proportion of sand as above specified for cement mortar in similar situations.

CONCRETE.- All concrete used in filling the cribs or under footing courses of piers and abutments shall consist of one part of Portland cement, two parts of sand, and four to five parts of clean broken stone, not less than 1 nor more than 4 inches in any dimension. In making concrete, the cement and sand must be thoroughly mixed before adding the broken stone, and all of the ingredients are to be thoroughly mixed and incorporated so that the mass shall have a uniform consistency and degree of moisture throughout. All concrete laid out of water is to be thoroughly rammed after depositing, and in mixing concrete no more water shall be used than is necessary to insure a proper adhesion of the several ingredients and a thorough compacting of the mass.

CUT STONE MASONRY. All cut stone masonry must be laid in regular courses of a uniform height throughout each course, and having a rise of not less than 16 nor more than 30 inches, unless otherwise shown or specified, and of the exact heights marked on the plans, wherever course depths are given. If a variation is made in the depth of the courses in the body of the piers, the deepest courses must be the lowest in position. All cut stone must be cut, bed and build, to lay to $1/2$ " joints over the full width of the stretchers; and as much of the bed and build surface as is covered by the stretchers, and the vertical joints must be cut to lay to $1/2$ " from 1' from the face, and not over 1" for the remainder of the depth of the stretcher. The bed and build surfaces must be free from plug holes or cavities more than 6" wide and 1" deep and for 6" back from the face. Cavities shall not cover more than $1/4$ of the cut surface. Headers shall extend back to the back of the opposite stretchers in all piers, wherever the backs of the stretchers are 3' or less apart. Elsewhere headers shall extend into the wall at least 3" from the back of the stretchers. All cut stone work shall be built and bonded in accordance with detail drawings, furnished by the Engineer.

RUBBLE MASONRY.- The specifications given above for range rubble shall apply to rubble masonry, excepting that the stones are not required to be truly rectangular and with square corners, and the use of pinners and spawls upon the face of the work is not prohibited. No joints shall deviate more than 1" in 1' from the level or plumb line, and surface spawls and pinners shall be as few as possible.

FILLING AND BACKING. All backing masonry of abutments is to be of rubble, with the same specifications for beds and builds, and well bonded into the face. All filling and backing is to be well bonded and thor-

oughly laid in, filled and flushed with cement or grout throughout.

CLASSIFICATION OF WORK.

For the purposes of payment the several kinds of Work will be classified, itemized, and defined as follows:-

1. PIER MASONRY.- This item will comprise all of the masonry in the river and shore piers, above the top of the crib foundation for river piers, and above the excavated bed or natural foundation for shore piers; and the price per cubic yard named in the proposal and contract shall be understood to include and cover the cost of all material, apparatus, and labor necessary to keep the masonry dry and out of water while it is being laid.

2. ABUTMENT MASONRY.- This item will comprise all of the masonry in the abutments contained between the lines drawn upon the plans to separate the abutments from the wing-walls and retaining walls, above the natural bed and foundation; and the price named shall include all the necessary means for keeping the masonry dry and out of water while it is being laid.

3. WING-WALL AND RETAINING-WALL MASONRY.- This will comprise all of the masonry in the wing-walls and retaining walls outside of the lines drawn on the plans to separate them from the abutments; and the price named shall include all means and expense for keeping dry, as in the preceding items.

4. PIER FOUNDATIONS IN COFFER-DAMS.- This item will include the materials, apparatus, and labor for building the coffer-dams and cribs, maintaining and pumping dry the dams, and for concreting the interior of the crib. It will also include all of the excavation and levelling of the river bed necessary or required, in order to place the cribs in a true and level position at the heights shown. In item 4 payment will be made per cubic yard of crib, measured on the outside of the framing timbers.

5. EXCAVATION FOR SHORE PIERS AND ABUTMENTS.-- This will consist of the labor and apparatus necessary to excavate to the required depths, and to convey and deposit the excavated material on the location of the bridge extension, on the same side of the river upon which it is excavated, as directed by the Commissioners. Payment to be made per cubic yard of excavation.

7. RIP-RAPPING.- This will include depositing and dressing to the required slopes and surfaces all rip-rap around piers and in front of abutments.

MEASUREMENT OF WORK. The quantities upon which the payments for the several items of work performed under this contract are to be based will be fixed and defined by computations and estimates made by the Engineer from the dimensions given upon the Plans and from measurements of the work done. Whenever the said quantities can be computed from dimensions given on the Plans, no claim will be allowed for payment for an excess of materials furnished or work done over and above that required by the plans, unless the said excess or increase has been ordered or approved by the Commissioners. Whenever the amount of any increase or diminution of work that may be ordered or approved by the Commissioners is defined clearly by plans or by dimensions given in writing, then the contractor will be entitled to payment for an amount not greater than the sum of any original quantity shown on the Plans and the increase in that quantity, defined as above, or the difference of the original quantity and the diminution thus defined; and in no case shall the Contractor be entitled to payment for a quantity of any kind or class of work greater than the amount actually completed by him, measured or estimated in place.

TIME OF COMPLETION.

The Contractor is to commence work at the site of the bridge within seven days after the contract has been signed by both of the parties thereto. He is to prosecute the work with due diligence, and to complete the several portions thereof on or before the dates given below, to wit:-

East abutment and east river pier, October 1, 1891

Middle river pier, November 1, 1891

West river pier, December 1, 1891

Shore pier and pedestal pier, December 1, 1891.

West abutment, December 1, 1891.

Wing-walls, retaining walls, and all other incidental work, December 1, 1891.

GENERAL CLAUSES.

D. All of the Work is to be done from, and in exact accordance with, the plans annexed to this contract and forming a part thereof, and with the specifications herein embodied. All methods and details of construction, dimensions, and directions shown and marked upon the plans, are to be strictly and accurately followed; and all the work is to be built in accordance therewith. No deviations from the plans or specifications are to be made by the contractor, unless such alterations shall

have been ordered by the Commissioners, or submitted to the Engineer, and approved by the Commissioners before commencing upon them. Wherever a discrepancy between the design or dimension of the general and detail drawings occurs, the detail drawings are to be followed, and in all cases dimensions are to be followed instead of scaling the distances from the drawings. If any parts of the drawings are not clearly understood by the contractor or his employees, or additional dimensions and details are required, or any apparent discrepancy or error occurs therein, the Engineer shall be notified immediately, and the explanations, additional drawings, or corrections then made by him shall be accepted by the contractor, and the work be done in accordance therewith.

E. The Commissioners shall have the right to order any alterations, additions, or diminutions in the work as it progresses, or to reject any materials or work that may appear to them to be imperfect or damaged, at any time before the final acceptance of the bridge, and to cause the substitution of new and good materials, and work therefor; and the contract shall not be vitiated by such acts, but a fair compensation shall be allowed the contractor for delays or extra work due to changes or additions and for rejected material or work which is proven to be good and suitable for its purpose and a fair deduction will be made for any reduction or diminution of the amount of materials or work ordered.

F. It is hereby agreed and understood that the Commissioners shall have the right to order or approve an increase or diminution of any or all of the several classes of work defined in the specifications and included in the several items of the accompanying proposal and all the clauses regarding payment contained in this contract, to the amount of twenty-five per cent. of any class, for each or all of the several classes; and the prices per unit of work named in the said proposal and payment clauses shall hold good and valid for the amount of work actually done by the order or with the consent of the Commissioners.

G. No claim for extra payment will be allowed by the Commissioners, unless the Contractor shall have notified the Commissioners, in writing, of his intention to claim extra payment before commencing upon the work for which the said extra payment is claimed; and the said notification shall contain a detailed statement of the nature and amount of work for which the claim for extra payment will be presented.

H. All of the work to be done under this contract must be executed by skilled masons, mechanics, and laborers in its several portions, respectively; and the Contractor shall employ a skilful and experienced

superintendent or foreman, whose duty shall be to be present upon the work during working hours, to direct the work and the men employed thereon.

I. The Engineer or inspector, authorized and employed by the Commissioners (either or both), shall have the right to inspect the work and any part thereof at any or all stages of its progress, to reject any imperfect or damaged materials or work, and to cause the substitution of new and good materials therefor; and the contractor shall furnish the Engineer or inspector with convenient and safe means of access to any part of the work, upon request, and shall furnish the necessary facilities and materials for marking the proper lines and grades, and shall maintain the same, all without extra charge.

J. The Engineer shall have the right to give directions concerning the work to the contractor or to any sub-contractor, superintendent, foreman, or other person who may appear to the engineer to be in charge of any portion of the work when the principal contractor is not present, and to order the discharge of any person, employed on the work by the contractor, who appears to be incompetent or to act in a disorderly or improper manner; and it is hereby agreed that the directions and orders of the Engineer shall be followed and executed by the Contractor, his agents and employees.

K. It is hereby specified and agreed that the inspection of the work by any agent of the Commissioners during the process of construction shall not relieve the Contractor from the full responsibility of doing all portions of the work in a thorough and workmanlike manner, and the contractor hereby warrants all of the materials furnished and work done to be in accordance with the terms of the specifications forming a part of this contract.

L. The Commissioners shall have the right to make, under the supervision of the Engineer, or otherwise, such tests of the strength and quality of the materials used in the work as they may deem necessary to establish the suitability of the said materials for the work; and the contractor will be required to furnish samples for testing, without extra charge when required by the Commissioners or engineer.

M. The Contractor hereby agrees to repair and make good at his own expense any portion of the work that may have been or become injured or destroyed by freshets or floods, rain, frost, wind, or other action of the forces of nature, or through accident or negligence on the part of any of his employees before the final completion and acceptance of the

work. The Contractor, furthermore, agrees to bear all of the expense and loss occasioned by or incidental to the said causes above named in this clause. The Commissioners hereby agree to allow the Contractor a sufficient time, beyond the dates named in this contract for the completion of the several portions of the work, to make good all work destroyed or damaged by an unfavorable action of the forces of nature, which could plainly be neither foreseen, controlled, nor avoided by him.

N. It is hereby specified and agreed that the Commissioners or Engineer shall have the right to order the discontinuance of work upon the masonry or upon any portion thereof during freezing weather, and the contractor shall thereupon cease to carry on the work upon the masonry for such time as may be stated in the order above referred to, or, if the time is not stated therein, until the temperature shall have risen to at least 36 degrees of the thermometer at the place where the work is being done; and the contractor, moreover, agrees to make no claim for any loss of time, expense, or damage occasioned to him by or because of the operation of this clause.

O. The Contractor hereby agrees to fully indemnify the County for and protect it from any loss or damage to persons or property caused by or arising from his or any of his employees' acts or negligence; also from claims against the County under any laws of the state having reference to liens for labor performed or materials furnished under the contract.

P. It is hereby agreed that, if at any time during execution of the work the Commissioners shall consider its progress to be unnecessarily delayed, or that all the requirements and provisions of this contract have not been fulfilled, or that the work is not properly enacted by the contractor in accordance with the terms of the said contract, the said Commissioners shall have the power to notify the said Contractor to discontinue all work or any part thereof under this contract, and to designate the part of the work to be discontinued and the date when the contractor shall cease to carry on the work or part thereof. Upon the receipt of a notification from the Commissioners to discontinue the work or any part thereof, the Contractor shall thereupon cease to continue the work upon the part or parts designated in the said notification at such times as shall be therein stated, or, if the time shall not be stated, as soon after the receipt of the notification as shall be possible, with due regard to the safety of the part of the work which may have been already commenced and partially completed; and the Commissioners shall thereupon have the power, at their discretion, to carry on and complete

the remainder of the work in the manner, by contract to another party or by labor hired by the day, that they may deem advisable, and to use such materials as may be found at the site of the bridge, or to provide other materials of the kinds and quantities necessary to complete the work in accordance with the terms of this contract; and the cost and expenses of carrying on the work, as set forth in this clause, shall be deducted from the balance or amount of money due to the contractor under this contract at the time when he ceased to continue the work. Or, if the said cost and expenses should exceed the said balance, the said Contractor is to be held liable to and is to pay the said County of Hampden the excess or difference between the cost of carrying on the work, as above indicated, and the said balance due under this contract; but the said excess or difference to be paid by the contractor shall not exceed the amount of the bond given by him for the faithful performance of the contract.

Q. The said contractor hereby agreed that he will give personal attention to the fulfilment of this contract, and that he will not sub-let the aforesaid work, but will keep the same under his control; and that he will not assign, by power of attorney or otherwise, any portion of the said work, or any of the payments therefor, unless by and with the previous consent of the Commissioners.

R. It is further agreed that if, during the progress of the work or upon its completion, the parties to this contract are not able to agree upon what is a fair compensation for any work ordered or approved by the Commissioners, of a different nature from the several classes of work herein set forth, or for an increase or diminution of any one or more of these classes in excess of the amount herein provided for, or upon any other question of importance involving an expense, loss, or damage to one or the other of the parties hereto, then the said question shall first be properly submitted for decision to two arbitrators or referees, one chosen by each party to this contract. If the parties so chosen fail to agree, they are to have the power to choose a third; and, if two of the three arbitrators so chosen concur in a decision, that decision shall be accepted by both parties.

S. The contractor further agrees to complete the work on or before the dates named in the specifications for the completion of the several portions thereof.

PAYMENT.

T. On condition of the true and faithful fulfilment of this contract

in all its parts and provisions, and of the proper performance by the said party of the second part of all work demanded or indicated therein, the said County agrees to pay to the said contractor the several prices stated below for the different classes of work, to wit:

- 1st. For all pier masonry, the sum of Fifteen Dollars (\$15.00) per cubic yard.
- 2d. For all abutment masonry, the sum of Eleven Dollars (\$11.00) per cubic yard.
- 3d. For all wing-wall and retaining-wall masonry, the sum of Eight Dollars (\$8.00) per cubic yard.
- 4th. For all foundations built within coffer-dams, the sum of Twenty seven Dollars, (\$27.00) per cubic yard of crib.
- 6th. For all excavations for shore piers, abutments, wing-walls, and retaining walls, the sum of Thirty cents (\$.30) per cubic yard.
- 7th. For all rip-rapping at the base of piers and abutments the sum of One Dollars & Fifty cents, - (\$1.50) per cubic yard.

It being hereby understood and agreed that the said Payments shall be based upon quantities computed or ascertained as fully set forth in the accompanying specifications.

U. The said contractor hereby agreed to receive the above-named prices in full payment for all materials, supplies, apparatus, labor, and transportation demanded or indicated in this contract, or incidental to the proper performance thereof, except as otherwise provided herein. (Clauses E. F. G. and R.)

V. The said County hereby agreed to make the above payment as follows:-

A payment will be made on the fifteenth day of each month of 80 per cent. of the value of the work completed in place in and during the month previous, as estimated by the Engineer. The balance due according to the contract will be paid fifteen days after the completion of the work and its acceptance and approval by the Commissioners and Engineer.

W. It being hereby understood and agreed that the above-named payments shall not relieve the contractor of his full responsibility for building and completing the masonry and foundations for the said bridge in accordance with the terms of this contract.

In Witness Whereof, The parties to these presents have hereunto set their hands and seals, the day and year first above written.

For the County of	}	Leonard Clark and Seal.
Hampden, by its		Harvey D. Pagg and Seal.
Board of County		Lewis F. Root and Seal.
Commissioners.		

WRIGHT, LYONS & CO. by A. H. Wright. and Seal.

Signed and sealed in the presence of

T. M. Brown, to all parties.

On the sixteenth day of July, in the year of our Lord one thousand eight hundred and ninety-one, the County Commissioners filed their Location Report, which is as follows, to wit:

LOCATION REPORT.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting. July 14th, 1891.

In conformity to the Provisions of Chapter 350 of the Statutes of this Commonwealth for the year 1889, and Chapter 377, for the year 1891, authorizing and directing the Commissioners to lay out a public highway and construct a bridge across the Connecticut River, between Holyoke and Chicopee. It appearing that all persons and corporations interested therein had been given due notice as the law directs, of the time and place of meeting, the said County Commissioners, do lay out said public highway in the manner following:-

Beginning at a stone monument at the intersection of the centre line of Cabot and Canal Streets in said Holyoke: Thence S. 30° 31' E. on the centre line of said Cabot St. produced, fifty (50) feet to the westerly water line of the Lower or Third Level Canal of the Holyoke Water Power Co: thence on same course across said Canal one hundred (100) feet to the easterly water line of said canal. Thence on said course across lands of said Holyoke Water Power Co. sixteen (16) feet to the westerly line of location of a Branch Track of the Connecticut River Railroad Company. Thence on same course across said location of said Railroad Company sixteen (16) feet; Thence on said course across lands of said Holyoke Water Power Company and land of the Riverside Paper Company three hundred and twenty-six (326) feet to a stone monument; thence by an included angle of 171° 38 1/2' deflecting to right, across lands of said Water Power Company and said Paper Co. fifty-one (51) feet to the westerly line of location of a branch track of the Holyoke and Westfield Railroad Company: thence on same course across said

location of said Holyoke and Westfield Railroad seventy (70) feet to the westerly bank of the Connecticut River: thence on same course across said river six hundred and seventy-three and seventy-five one-hundredths (673.75) feet to the easterly bank of said river; thence on same course across lands of Jas. Emerson and the supposed "Public" Right of Way forty-two (42) feet to a stone monument; thence by an included angle of $174^{\circ} 43'$ deflecting to the right across lands of said Connecticut River Railroad Company, said Emerson and said Public Right of Way three hundred and four and eighty-one one-hundredths (304.81) feet to a stone monument; thence by an included angle of 90° deflecting to the right across the lands of said Emerson and said Right of Way thirty (30) feet to a stone monument; thence by an included angle of $106^{\circ} 32'$ deflecting to the left across the lands of said Emerson and said Right of Way thirty-five and eight tenths (35.8) feet to the northerly line of Emerson St. Thence on same course across Emerson St. sixty-eight and forty-four one-hundredths (68.44) feet to the southerly line of Emerson St. Thence on same course across the lands of A. B.C. Delaunay eighty-two and sixty-six one-hundredths (82.66) feet to the westerly line of the County road leading from the village of Willimansett to the village of South Hadley Falls. The distances and angles above described being on the centre line of said highway until they reach the angle of 90° from which point they are described on the westerly side of said highway to the end. The width of said highway being thirty-(30) feet on each side of said centre line from the place of beginning to the westerly side of said Third Level Canal: from thence to westerly line of location of said Holyoke and Westfield Railroad twenty-five (25) feet on each side of said centre line; from thence to said angle of 90° thirty feet (30) on each side of said centre line. From said 90 degrees angle to said county road in the village of Willimansett the highway is laid out sixty (60) feet wide from the southerly side of said highway. And the owners of the land, over which said highway is thus laid out, are allowed until the first day of August next, to remove therefrom their buildings, wood, timber, or trees. And said Commissioners having heard, by themselves, or their agents, all persons sustaining damages by the taking, appropriating and using of land property and materials, under the provisions of said statutes, estimate and determine said damages as follows:

A. B. C. DeLauney, Four Hundred Dollars,	\$ 400.00
James Emerson, Six Hundred and Seventy-five Dollars,	675.00
Riverside Paper Co., One Thousand Dollars,	1,000.00
Holyoke Water Power Company, Twelve Thousand and Seven Hundred Dollars,	12,700.00

Leonard Clark	} County
Harvey D. Pagg	
Lewis F. Root	
	} Commissioners.

Contract and specifications for building the superstructure of a Bridge over the Connecticut River, at Willimansett, between Holyoke and Chicopee, Mass. 1891.

TO BRIDGE BUILDERS.

Sealed proposals will be received by the Board of Commissioners of the County of Hampden, Mass., until Ten A. M., Tuesday, July 14th, 1891, for building the superstructure of a bridge over the Connecticut River at Willimansett, between Holyoke and Chicopee, Mass.

All bids are to be made upon or in accordance with the following blank form of proposal, signed by the bidder, indorsed upon the envelope "Proposal for Willimansett Bridge Superstructure," and directed to Leonard Clark, Chairman, Springfield, Mass.

A bond will be required for the faithful performance of the contract, in such sum as shall be fixed by the Commissioners after the bids are opened, the amount of the bond to be not less than one-quarter nor more than one-half of the amount of the contract, the sureties to be responsible parties, satisfactory to the Commissioners. The person or persons to whom the contract may be awarded will be required to sign the contract and furnish the bond within seven days after his or their notification of the award and the receipt of all parts of the contract in readiness for signature; and, failing to do so, he or they will be considered to have abandoned it. Bids will be received for building the superstructure in accordance with plans, detail drawings, and specifications which will be furnished by the Commissioners; and no other bids will be considered by the Commissioners; and no other bids will be considered. Copies of the Plans and Specifications will be mailed to Bridge Builders upon application to Edward S. Shaw, Consulting Engineer, 146 Franklin Street, Boston; and copies may be seen at the office of the County Clerk, Springfield, Mass.

The Commissioners reserve the right to reject any or all proposals.

Leonard Clark,	} Board of Commissioners
Harvey D. Pagg,	
Lewis F. Root	
	} of Hampden County.

PROPOSAL. To the Board of Commissioners of Hampden County, Mass., for building the superstructure of Willimansett Bridge over the Connecticut River, between Holyoke and Chicopee, Mass.

Made by R. F. HAWKINS, of Springfield, in the State of Massachusetts.

Dated July 14th, 1891.

The undersigned hereby declares that he has examined the Plans and Specifications for the superstructure of the above-named bridge, prepared by the Engineer for the County Commissioners, and the form of contract annexed thereto, and that he will contract to furnish all the necessary materials, tools, and apparatus, and to do all the work required to build and complete the superstructure of the bridge, in the manner and on the conditions shown and specified, and in full accordance with the plans and the terms of the said contract and specifications, for the following prices per unit of measure of each item and class of work as herein stated, to wit:-

1st. For all metal work in the trusses, girders, floor-beams, stringers, lateral and portal bracing, pedestal posts, bearings, and all connections and attachments, the above comprising all of the metal work not included in the 2d and 2d items of this proposal:-

A. The metal to be wrought-iron throughout, the sum of Three and seventy-four one-hundredths cents $3\frac{74}{100}$ per pound.

B. The metal to be steel wherever steel is specified as an alternative, the sum of Three and eighty-one one-hundredths ($3\frac{81}{100}$) cents per pound.

2d. For all lumber, spikes, nails, bolts and washers, wheel-guards, scuppers, and conductors included in the specifications for the wooden flooring, and all labor and incidentals required in completing the same, the sum of Ten and one half dollars (\$10.50) per lineal foot of bridge.

3d. For all railings, including terminal posts, constructed according to design A, the sum of one dollar (\$1.00) per lineal foot of railing. Constructed according to design B, the sum of one and $\frac{35}{100}$ dollars (\$1.35) per lineal foot of railing.

Signed, R. F. Hawkins.

CONTRACT.

For building the superstructure of a Bridge over the Connecticut River at Willimansett, between Holyoke and Chicopee, Mass.

This Agreement made and concluded this sixteenth day of July, in the year one thousand eight hundred and ninety-one, between the County of

Hampden, in the State of Massachusetts, acting by its Board of County Commissioners, party of the first part, and R. F. Hawkins of Springfield, in the State of Massachusetts, party of the second part.

A. WITNESSETH, that for and in consideration of the payments and agreements hereinafter mentioned, to be made and performed by the said party of the first part, the said party of the second part agrees with the said party of the first part to construct and finish in the most substantial and workmanlike manner the superstructure of a bridge over the Connecticut River at Willimansett between Holyoke and Chicopee, Mass., of the design and dimensions shown by the Plans hereto annexed and in accordance with the following specifications, the said Plans and Specifications being hereby made a part of this contract.

B. Whenever the word "County" is used, it shall be understood to mean the County of Hampden in the State of Massachusetts, acting by its Board of County Commissioners for the construction of the said Bridge.

Whenever the word "Commissioners" is used in this contract or the specifications embodied therein, it shall be understood to mean the Commissioners of the County of Hampden in the State of Massachusetts.

Whenever the word "Contractor" is used herein, it shall be understood to mean the party who has agreed to perform the work required by and in accordance with the terms of this contract as party of the second part, or his legal representatives.

Whenever the word "Engineer" is used herein, it shall be understood to mean the engineer employed by the Commissioners, with reference to the design and construction of the superstructure of the bridge.

Whenever the word "Plans" is used herein, it shall be understood to mean the general and detail drawings attached to or accompanying this contract and forming a part thereof, together with all additional drawings conforming to and agreeing with the drawings accompanying the contract which the Engineer may prepare, to more fully illustrate the details and facilitate the execution of the work.

Whenever the word "Bridge" is used herein, it shall be understood to mean the entire superstructure of the said bridge, above the tops of the masonry piers and abutments, as shown and specified in this contract.

SPECIFICATIONS.

C. The contractor is to furnish all the materials and do all the work necessary to construct and erect in place, complete and ready for use, the superstructure of a bridge over the Connecticut River at Willimansett, between Holyoke and Chicopee, Mass., in accordance with the Plans

prepared by the Engineer for the Commissioners, and with these Specifications.

GENERAL DESCRIPTION.

The bridge will consist of six spans, four of which are over the Connecticut River, and are designated as "River Spans" the other two being over railroad tracks upon the westerly bank of the river, and designated as "Land Spans."

The spans are numbered in order from one to six, commencing at the easterly or Willimansett side.

RIVER SPANS.- Each river span will have two trusses, 170'-0" long, measured between centres of end bearings, and 40'-0" deep, measured between the construction lines of chords at the centre of trusses.

The trusses will be spaced 32'-0" apart on centres, and will support bracketed sidewalks, the total width of the bridge, measured inside of the sidewalk railings, being 46'.

The trusses will be connected by floor-beams, spaced 17'-0" apart on centres and coinciding with the panel points of the trusses.

These floor-beams will be skewed or inclined to a position at right angles to the trusses at a rate of $1\frac{1}{2}$ " per foot, or 4'-0" in the distance between the centres of trusses.

The floor beams will be connected by eight lines of stringers, resting upon and riveted to the upper flanges of the floor-beams.

LAND SPANS.- Each land span will consist of two longitudinal plate girders, each 51'-0" long, measured between centres of end bearings, and all girders are to be alike except as to the attachments for floor-beams and lateral bracing.

The spacing of girders, width, and skew of bridge will be the same for the land as for the river spans.

The floor-beams of the land spans will be riveted to the webs of the longitudinal girders, and the stringers will be "packed" between and riveted to the webs of the floor-beams.

Owing to the limited head-room over the railroad tracks in span No. 6, the floor-beams in this span must be very shallow and comparatively heavy.

The longitudinal girders of the land spans will be supported at one end upon a wrought-iron pier, consisting of a pair of latticed posts connected by lateral bracing.

GRADE OF ROADWAY.- Spans Nos. 1 to 5 inclusive will be built upon

a grade of 1 in 100. The girders of span No. 6 will be level, but the floor will be raised longitudinally toward the centre of the bridge at a rate of 1 in 100 in the two outer panels, the approaching grades being connected by a vertical curve in the middle panel.

Flooring.- The roadway floor will consist of a lower course of 4" hard pine, and an upper course of 2" spruce, the upper course to be laid diagonally. The sidewalks will consist of 2" hard pine plank, planed, and laid upon hard pine stringers spaced about 2" apart on centres. There will be iron railings, 4' high, outside of the sidewalks throughout the bridge, supported by wrought-iron posts riveted to the outer ends of the floor-beams. There will also be an L iron curb or wheel-guard upon either edge of the roadway throughout. The methods of construction of the several parts, the dimensions, sections and details, will be fully illustrated and set forth by and upon the Plans.

IRON AND STEEL.- The Plans and Specifications are drawn with the intention of allowing an alternative use of wrought-iron or "medium" steel in certain members and details of the construction. The general design, details and dimensions, and the number and position of rivets, will be the same, whether wrought-iron or steel is used. The only difference will be in the thickness of the several pieces composing the members and connections. These thicknesses are marked upon the Plans wherever an alternative is given, the first thickness being that for iron, the second for steel. Wherever only one thickness is given, the thickness is to be the same, whether iron or steel is used. Proposals are to be made in accordance with the following stipulations:-

- A. That the bridge shall be constructed of wrought iron throughout (except cast-iron in bearings, spacers, etc.)
- B. That medium steel shall be used in all of the members and parts where it is specified upon the Plans as an alternative. In parts where no alternative is specified, medium or soft steel may be used instead of wrought-iron, in connection with condition B, but no reduction of thickness or weight is to be made. In either case all rivets not driven by machine are to be of iron. Machine rivets may be either iron or soft steel.

PROPOSALS.- Proposals will be received as follows:-

- 1. Per pound of metal work in the superstructure, exclusive of wooden floor and railings, erected and finished in place.

A. If constructed entirely of wrought-iron. B. If constructed partly or wholly of steel, as shown and specified.

2. For all lumber, labor, and incidentals for the wooden flooring, as hereinafter specified, per lineal foot of bridge.

3. For the sidewalk railing, on two alternative designs, per lineal foot of railing.

Proposals will be compared upon the Engineer's estimates of quantities and weights as a standard. These estimates will be furnished to all parties tendering for the work, on request. All portions of the Plans and Specifications which refer exclusively to parts of the bridge which differ, under the alternative conditions, will be understood to be binding in the Contract whenever they refer and relate to the conditions and provisions adopted by the Commissioners after the proposals have been received. Upon the adoption by the Commissioners of either one of the alternative conditions, all portions of the Plans and Specifications which refer only to the conditions not adopted will become null and void and may be erased. Whenever, in the drawings, one-half of a truss or member is shown, the other half is to be built in an identical manner (providing for right and left connections, if necessary) with the part shown. Whenever several members or parts of the same kind and same relative position in the bridge, and having the same or similar duties to perform, are shown, the dimensions of all of these members or parts shall be the same, unless otherwise marked or specified.

TRUSSES.

The trusses of the river spans will have end posts inclined at an angle of 45° with the lower chord, and covering two panels. The upper chord will slope upward in its end lengths, the middle length being horizontal. The primary web system will cover two panels, being supplemented by secondary suspension members and struts intersecting at the centre of the inclined primary web members. The centres or construction lines of all members will coincide with the centres of the cross section of all members having a symmetrical cross section. In the upper chord and end posts it will coincide nearly with the average gravity of the cross section. All of the above centre and construction lines are to intersect at single points coinciding with the panel points of the trusses. The upper chord and end posts are to be of the box section, open and latticed underneath, with angle shapes riveted to the lower edges of the side plates. Web members will consist generally of four angle bars each, latticed where and as specified. The lower chord will consist of two plates and four angles, the angles being riv-

eted to both the upper and lower edges of the plates, and is to have horizontal connecting plates at all panel points. All connections are to be made by means of rivets and connecting and splice plates. Wherever connecting plates having a curved outline are shown, the curve may be made by punching, but the punch centres must be closely and accurately spaced and the diameter of the punch sufficient to give a curve which shall appear smooth and regular to the eye. Floor-beams will rest upon angle bars riveted to the connecting plates of the lower chord and be riveted thereto. They will pass through openings in the vertical web members. Sidewalk brackets will be riveted on after the floor-beams have been put in place.

LATERAL BRACING.— The lateral bracing will consist of angle bars of the number and dimensions marked upon the Plans. The upper lateral struts will be formed of four angles latticed, and all lateral bracing is to be riveted to the trusses and floor-beams, and at intersections through and by means of connecting plates.

PORTAL BRACING.— The trusses are to be connected at upper lengths of the post by means of portals of plates and angles, built to conform to the skew, and riveted to the trusses.

TRUSS BEARINGS.— The bearings of the trusses are to be of cast-iron, made to conform to the grade of the bridge, and with all bearings surfaces planed smooth, true, and free from wind. To be provided at one end of each truss with wrought-iron rollers, turned to a true and uniform diameter and connected by means of frames, all in accordance with the Plans. All truss bearings in contact with the masonry are to have a piece of sheet lead $1/8$ " thick and of the full area of the bearing placed between them and the stone and are to be secured to the stone by dog bolts of the number, diameter, and lengths shown. The holes for these bolts are to be drilled by the Contractor, after the iron-work is erected and in proper position and line, and the bolts are to be fixed in place by melted sulphur or Portland cement poured into and filling the holes.

LATTICING.— All latticing is to be done in a neat manner. The lattice bars are to have smoothly rounded ends concentric with the rivet-hole. The lattice-bars are to be riveted by machine, before shipment of the iron, except where they would interfere with the proper riveting of the joints during erection. In the latter case, as many of the lattice-bars as may be necessary shall be left off and shipped separately or bolted on, and riveted after riveting the adjacent joints.

CAMBER.- Each truss is to have a camber of $1\frac{1}{2}$ " and all lengths of chords and web members are to be laid out and adjusted to conform to the camber.

GIRDERS.

The longitudinal girders of the land spans will be all of the same dimensions, and will consist of web plates of uniform depth and flanges of plates and angles. They will be riveted at one end to the supporting post or pier. They will be connected by floor-beams and lateral bracing, riveted to them. They are to have a camber of not less than $1\frac{1}{2}$ ".

FLOOR-BEAMS.- There will be 11 floor-beams in each of the river spans, 4 in span No. 5 and 3 in span No. 6.

The end floor-beam in all spans will be of similar design and dimensions, but lighter than the others.

The floor-beams will be built of plates and angles riveted throughout. Those of the river spans will have the depth of the web plates reduced at the ends where they rest upon the trusses.

The floor-beams of the land spans will be of uniform depth throughout, and riveted at their ends to the longitudinal girders.

SIDEWALK BRACKETS.- There will be cantilevers or projecting brackets at both ends of each floor-beam, riveted to the floor-beams in the river spans and to the longitudinal girders in the land spans. The brackets of the river spans will have an open lattice web, those of the land spans a plate web, and all sidewalk brackets are to be provided at their other extremities with a bent plate, having holes punched for the attachment of the sidewalk railing, which plate will be considered as forming a part of the bracket, and not of the sidewalk railing.

STRINGERS.- There will be eight lines of iron stringers, in the width of the roadway, spaced 4' apart on centres. These stringers will consist of rolled I beams of the weights per yard marked upon the plans, for iron and steel respectively. The "moment of resistance" of the beams, if of steel, is to be not less than that of the Carnegie 15" steel I beam section No. 302. a, weight 41 lbs. per foot.

In the "river spans" the stringers will bear upon the upper flanges of the floor-beams, and be riveted to the floor-beams by rivets passing through the lower flanges of the stringers, the rivet holes being skewed to conform to the skew of the floor-beams. In the "land spans" the stringers will be "packed" between the floor-beams, and be connected thereto by means of bent L's riveted to the webs of the floor-beams and

and stringers. The stringers are also to bear upon L brackets in span No. 5, and upon short plates riveted to the lower flanges of the floor-beams in span No. 6. An alternative stringer composed of plates and L's is shown, which may be used instead of the wrought-iron I beam stringers but, if this section is adopted, it will necessitate an increase in the length of railing posts, and in height of bolsters on sidewalk brackets, and a less height of truss bearings, in order to keep the same distance between top of roadway and grade of floor, and these changes must be made without extra charge. Stringers in the end panels of the "river spans" are to be about 18" longer than the intermediate stringers, and are to cantilever over the end floor-beams, to meet. The end floor-beams of the "shore spans" are to be connected by short lengths of stringers. All L's used in connecting the webs of stringers to floor-beams, and floor-beams and sidewalk brackets to main girders, are to be bent not to the proper angle of skew.

TABLETS.— The contractor is to furnish and secure in place upon the portal bracing at the ends of the "river spans" two cast iron tablets, each containing the name and date of construction of the Bridge, the names of the Commissioners and Engineer, and the proper title or corporate or firm name of the contractors for the superstructure and substructure, all in the order above given, and in accordance with a detail drawing furnished by the Engineer.

WEIGHT OF METAL. All metal work which is paid for by the pound, under the terms of this contract, shall be weighed, before shipment from the works of the Contractor, by a sworn weigher, and vouchers for the weight, signed by the weigher, transmitted to the Engineer.

The statement of weights shall give, as far as may be practicable, the weight of each of the principal parts, or of a given number of the same parts, of the bridge. The proper weight of metal in the bridge will be computed by the Engineer, allowing a weight of 480 lbs. per cubic foot for all wrought-iron and an increase of two per cent. over the weight for wrought-iron, for steel.

The weights of metal must be within 3 per cent. of the computed weights, for any long rolled plate or shape, 5 per cent. for any connecting plate or shape, and 2 per cent. for any principal member or for the whole amount of metal in the bridge; and a greater variation than the above will be considered a sufficient cause for rejection.

For "field" rivets an excess of 5 per cent. over the computed weight for waste, will be allowed. Payment will be made upon the actual weight

of iron furnished, should that weight fall within the limits of variation permitted; but no excess of weight, above the total variation allowed, will be paid for.

WOODEN FLOORING.

This item will include all lumber and all spikes, nails, bolts, and washers necessary to attach wood to metal or wood to wood; also, all wheel-guards, scuppers, and conductors, as hereinafter specified, and all labor and incidentals required in completing the same.

Payment will be made per lineal foot of roadway, measured upon the centre line of the bridge.

SPIKING PIECES.— Upon the top of the stringers will be placed longitudinal furring and spiking pieces of hard pine, each 9' wide and varying from 4" to 5" in thickness to conform to the crown of the roadway. These pieces are to be planed on one side to the proper thickness and bevel. They are to be secured to stringers by means of 1/2" bolts, having heads countersunk in the spiking piece and nuts provided with recessed washers, as shown. There are to be eight bolts to each stringer, two at each end and four intermediate. The ends of these spiking pieces are to be connected across the floor-beams by short pieces of wood fitted to the tops of the floor-beams, and "toe-nailed" to the spiking pieces.

FLOOR PLANKING.— The lower course of floor planking is to be of hard pine, in uniform lengths, either of the full width of the roadway or to meet and butt upon one of the middle stringers, as the Commissioners may direct or approve. To be laid either at right angles to the stringers or parallel with the floor-beams. To be not less than 8" nor more than 12" in width, sawed straight and with parallel edges, and planed upon one side to a uniform thickness not less than 3 7/8". To be thoroughly spiked to the spiking pieces with steel-wire spikes placed as follows: two 8" spikes in each end bearing of each plank, two 6" spikes in every alternate intermediate bearing of planks 10" wide and over, and one 6" spike in all other bearing. The upper course of floor-planking is to be of spruce, in widths of not less than 6" nor more than 12" and sawed to a uniform thickness of 2". To be laid diagonally, at an angle of about 60° with the stringers, with not more than three lengths in the width of the roadway, and no length shorter than 10". To be thoroughly secured to the lower course of planking by 40d. steel-wire nails, placed as follows: two nails in each end of every plank, with intermediate nails not over 2' apart measured along the

length of the plank, and two nails in the width of all planks 8" wide and over, at all points.

SIDEWALK BOLSTERS. Upon the top of all sidewalks brackets are to be placed bolsters of hard pine, 6" wide and of sufficient depth to bring the top of the sidewalk to its proper height of 4" above the roadway when the stringers and planking are in place. To have the top sawed or planed to a bevel conforming to the slope of the sidewalk, and to be secured to each sidewalk bracket by six 1/2" bolts, two at each end and two intermediate. Holes for these bolts are to be punched in the top flanges of the sidewalk brackets.

SIDEWALK STRINGERS.— The sidewalk stringers will be 3" X 14" hard pine, with a curb stringer of 4" X 14" hard pine. They are to be in true and even lengths, sawed square, and closely butted at the ends, and gained 1/2" to 1" upon the bolsters. The outer stringer is to be planed on the outside to a smooth surface, and painted with three coats of white lead paint. Stringers are to be secured to the bolsters with 40d. steel-wire nails, two in each end, "toed in".

SIDEWALK PLANKING.— The sidewalk planking is to be of 2" hard pine, planed upon one side to a uniform thickness of not less than 1 3/4 inches, in widths of not less than 6" not more than 10" and thoroughly secured to the stringers with 40d. steel-wire nails, two in each bearing. The sidewalk planks are to project 3" over the outer stringer, and are to be neatly sawed to a straight and smooth line. They are to be finished and protected upon the inside by a curb guard of 3" X 3" X 3/8" angle iron, in lengths of not less than two panels, thoroughly spiked through to the curb stringers by spikes of 3/8" round iron, not less than 4 1/2" long, with heads countersunk in the angle iron, and spaced not over 2' apart. To be painted in the same manner as the other metal work.

SCUPPERS AND CONDUCTORS.— Cast-iron scuppers, 2 1/2" X 8" inside 6" deep, and not less than 1/2" thick, are to be provided and placed next to the curb, one scupper in the middle of every alternate panel on each side of the Bridge throughout. Rectangular or oval conductors are to be securely and tightly fitted and attached to the lower ends of the scuppers. They are to extend down 3" below the lower chords of the trusses and girders, and be secured to the same. To be of the best galvanized iron, No. 24, B. W. G., thoroughly riveted, soldered, and attached. To be painted two coats of white lead paint. All floor planking is to be closely laid and butted. Holes are to be bored for the

spikes in all planking and other wood, whenever necessary to prevent splitting the wood. These holes are to be slightly smaller than the diameter of the spike, so that the spike shall have a tight fit and secure hold.

EXPANSION. Provision for expansion is to be made by cutting entirely across both courses of the floor planking at the expansion ends of the spans, leaving an opening the width of which is to depend upon the temperature when made, and as directed by the Engineer. All painting of metal work specified with the Wooden Flooring is to be included in the price for the same.

RAILINGS.

This item will include the railings for both sidewalks, between the abutments of the bridge, and also four cast-iron terminal posts for the railing. Two designs are shown for the railings, both being of the same height of 4'-1 1/2" above the top of the sidewalk planking, and both having an upper rail, posts and lattice bars of the same dimensions. In design A the lattice extends from the upper to the lower rail, while in design B there is an intermediate rail and a solid plate 18" x 1/8" between this and the lower rail. In both designs the upper rail and posts may be either of steel or iron, at the option of the contractor. The several lengths of the railing are to be connected together and to the posts by bent bars and 3/4" rivets. All other rivets in the railing are to be 3/8". All lattice bars and all splice bars on the inside or sidewalk side of the railings are to have neatly rounded ends and corners and all work on the railings is to be of especially neat finish. Vertical bars riveted to the plate web of design B are to be closely butted to and fitted between the horizontal rails, and the 1/8" splice plate at the posts is to fit closely into the space between the surrounding members. The posts of the railing are not to be riveted to the sidewalk brackets until after the latter have been riveted in place, and the railing is to be thoroughly straightened and aligned before riveting. The railings are to be provided with vertical posts, over and attached to every sidewalk bracket, there being two adjacent posts over each pier. The railings are to be provided with expansion joints over the piers as shown, a sufficient play being allowed to provide for the greatest possible expansion, and proper allowance being made for any increase of panel length due to camber of trusses. The terminal posts are to be made from full size drawings which will be furnished by the Engineer. To be of smooth finish, straight and of the

true dimensions to correspond to and fit the railings. To be thoroughly secured to the abutments by dog bolts.

QUALITY OF MATERIALS AND WORKMANSHIP.

All workmanship shall be first-class and of neat finish. All iron-work shall be laid out from templets, which shall be accurately made from, and according to, detail drawings, which will be furnished by the Engineer. The contractor is to make all calculations of slant lengths ordinates, camber, etc., which may be necessary in laying out the work. All parts and members must be thoroughly straightened, and free from twists, kinks, and buckles. All component parts of built members must be riveted together in close contact. Abutting members must fit together in close and perfect contact, wherever so marked or specified, and in general the space between the ends of adjacent members shall not exceed $1/8$ ". Each of the separate members and parts of the iron-work shall be clearly and distinctly marked before leaving the shops with a distinguishing letter, number, or combination of letters and figures; and the same marks shall be placed upon a set of blue prints of the drawings, which is to be used to locate the iron during erection.

RIVETED WORK.— Rivets are to be of double refined iron, are to be driven at a red heat, and upset so as to thoroughly fill the holes. They are to be machine driven whenever practicable. Rivet holes are not to be more than $1/16$ " larger than the diameter of the rivet before driving, and are to fit accurately over one another, so as to allow the easy passage of the rivet without the violent use of the drift-pin. Rivet-heads are to be neatly cupped, with full and true button-heads, having a diameter not less than $1\ 3/4$ times, and a height of not less than $5/8$ of the diameter of the rivet, and concentric with the body of the rivet. All loose and imperfect rivets are to be cut out and replaced by tight and sound ones. Rivet-heads are to be countersunk wherever necessary to avoid interfering with other members, and in bearing plates. In all cases the diameter of rivet marked on the plans shall be understood to mean the diameter of the rivet before driving. The lower chords of the trusses shall be blocked up to the true camber before riveting up the joints. All of the upper chord, end posts and web members must be in place, and well bolted and pinned up before commencing to rivet these members. Stringers, floor-beams, and lower laterals must be thoroughly riveted, at all attachments, before laying the wooden floor over them.

WROUGHT-IRON.— All iron in the bridge, except where otherwise marked or specified is to be wrought-iron of a uniform tough, and duc-

tile character; to be full and true size and thickness, straight and smooth and free from hot or cold shortness, cinders, dirt, or impurities of any kind, blisters, seams, bad welds, or any defects which might impair its strength or durability. All rivet iron must have an ultimate strength of not less than 50,000 lbs. per square inch, and must be capable of being bent, hot or cold, until the sides are in close contact throughout without signs of fracture. All iron in the lower chords and tension diagonals of the trusses and in the tension flanges of the girders and floor-beams must have an ultimate tensile strength of not less than 48,000 lbs. per square inch. All other iron must have an ultimate tensile strength of not less than 46,000 lbs. per square inch.

All iron must have an elastic limit of not less than 25,000 lbs. per square inch, an elongation of 12 1/2 per cent. before rupture (except plates over 16" wide, which must stretch 10 per cent.) and must be capable of being bent, cold, to an angle of 90° without signs of fracture. All iron in tension members must be capable of being bent cold 180° to a curve the inner radius of which is equal to the thickness of the test piece without signs of fracture.

STEEL.— All steel used in the bridge must be of a uniform quality and produced by manufacturers of established reputation. It must not contain more than eight one-hundredths of one per cent. of phosphorus. All steel used in tension members shall preferably be manufactured by the "open-hearth" process; and, if "Bessemer" steel is used for tension members, it shall not contain more than six one-hundredths of one per cent. of phosphorus. All plates and shapes rolled of steel shall be of full and true size and thickness, straight and smooth, and entirely free from any appearance of flaws, cracks, checked edges, or other imperfections. Wherever steel is specified upon the plans, medium steel, which must have an ultimate tensile strength of not less than 60,000 lbs. per square inch, not more than 66,000 lbs. per square inch, and an elastic limit of not less than 33,000 lbs. per square inch, shall be used. Soft steel, which may be used instead of and of the same dimensions as specified for wrought-iron, in conjunction with medium steel, must have an ultimate tensile strength of 54,000 to 60,000 per square inch, and an elastic limit of 30,000 lbs. per square inch. All steel must show an elongation before rupture of not less than 20 per cent. and a reduction of area at the point of fracture of 40 per cent. It must bear the same bending tests that have been specified above for wrought-iron; and, if used for any members which are bent "hot" to an angle or curve, it must

INSPECTION AND TESTS.

The contractor is to furnish all proper and customary facilities for the inspection of the materials used for and work done upon the Bridge, from and in the rolling mills to the final completion of the bridge at the site. He must furnish and prepare the specimens for testing, and furnish and operate a testing machine of not less than 50,000 lbs. capacity for the tests, without extra charge. Duplicate copies of all stock and order lists shall be transmitted to the Engineer when the stock is ordered. Except for minor parts and with the permission of the Engineer, all of the wrought-iron and steel used in the Bridge shall be rolled especially for this work, and subject to inspection; and the engineer shall be duly informed of the names of the manufactures, together with the time and place of rolling. All of the requirements of ultimate strength, elasticity, and ductility herein specified, must be established by at least three tests for each kind or lot of iron, or each separate melt or blow of steel. All of these tests, whether for iron or steel, shall be made upon standard test pieces, cut from the shapes and sections of "finished material" actually used. The test pieces shall be of the full thickness of the piece from which they are cut, with two of the sides in the condition in which they came from the rolls, the other two sides to be planed parallel for a distance not less than twelve times the diameter of the piece, and all test pieces to be at least one-half square inch in sectional area. The stretch to be measured in a length of not less than 8". "Ingot tests" of steel may be made by the manufacturer of the steel, if he desires to do so, but such tests will not be considered as conclusive, unless confirmed by sufficient tests of the finished material. Whenever plates or shapes of a different cross sectional area or length are rolled from the same heat or blow of steel, the tests shall be made first upon the largest piece of finished material; and if these tests are satisfactory, both in number and results, they will be considered as establishing the quality of all pieces rolled from the said heat or blow. But, if these tests should not prove the steel to be in accordance with the specifications, then tests may be made of the pieces next in size; and, if the said smaller pieces should prove good, then the quality of all pieces of the same and smaller sizes will be considered as established, although the larger sizes may have been rejected.

PAINTING.

All scale and rust is to be thoroughly removed from the surfaces of the metal before assembling. All surfaces of the metal work that are riveted together, in close contact, shall have one coat of the best boiled linseed oil before assembling. All surfaces of the metal work that are not in absolute contact, but cannot be easily painted after riveting up or erecting, are to have two coats of paint before shipment. All machine-finished surfaces are to be protected by a coat of white lead and tallow. All other surfaces of the metal are to have one coat of the best linseed oil before shipment. After erection, all dirt, dust or cinders shall be thoroughly removed from the metal work, and the whole surface, including the interior portions of chords, compression members, and joints, wherever accessible, is to receive two coats of paint, the first coat to be allowed sufficient time to thoroughly dry and harden before applying the second. All paint is to consist of the best white lead and pure linseed oil, tinted as directed. All paint and oil is to be thoroughly and evenly applied, and well worked into all crevices, so as to reach and cover all portions of the metal work which are exposed to the air, and no metal is to be painted when wet or covered with frost, snow, or ice.

ERECTION.

The contractor is to furnish all materials and labor for erecting, and is to erect the bridge in place. False works are to be built of suitable character and sufficient strength to support the superstructure during erection, and to resist any freshet liable to occur at the season of the year when the superstructure or any span of it is erected.

The site of the bridge is about one mile from the centre of Holyoke. A side-track of the Connecticut River Railroad extends to the easterly abutment. The tracks under the shore spans are but little used, but must not be obstructed by false works. The girders for these spans are to be preferably riveted up wholly at the shops by machine, shipped entire, and hoisted into place. The depth of water during the winter months is usually from 4 to 6 feet above extreme low water, as shown on the general plan. The bed of the river is nearly level, and is hard and stony. The work of erection is to be commenced at the easterly abutment. It is expected that the masonry will be ready for the first span by October 1st, 1891, at which date the erection is to be commenced and is to be carried on with as much diligence and rapidity as the progress of the masonry will allow, and conducted so as not to interfere

with the work upon the superstructure. Upon the completion of the Bridge, the contractor is to remove all false works and all surplus or waste materials and rubbish produced by or incidental to his work, and shall leave the bridge and its approaches in a neat and clean condition.

GENERAL CLAUSES.

D. All of the work is to be done from, and in exact accordance with, the plans annexed to this contract and forming a part thereof, and with the specifications herein embodied. All methods and details of construction, dimensions, and directions shown and marked upon the plans, are to be strictly and accurately followed; and all the work is to be built in accordance therewith. No deviations from the Plans or Specifications are to be made by the contractor, unless such alterations shall have been ordered by the Commissioners, or submitted to the Engineer, and approved by the Commissioners before commencing upon them. Wherever a discrepancy between the design or dimensions of the general and detail drawings occurs, the detail drawings are to be followed, and in all cases dimensions are to be followed instead of scaling the distances from the drawings. If any parts of the drawings are not clearly understood by the contractor or his employees, or additional dimensions and details are required, or any apparent discrepancy or error occurs therein, the engineer shall be notified immediately, and the explanations, additional drawings, or corrections then made by him shall be accepted by the contractor, and the work be done in accordance therewith.

E. The Commissioners shall have the right to order any alterations, additions, or diminutions in the work as it progresses, or to reject any materials or work that may appear to them to be imperfect or damaged, at any time before the final acceptance of the bridge, and to cause the substitution of new and good materials and work therefor; and the contract shall not be vitiated by such acts, but a fair compensation shall be allowed the contractor for delays or extra work due to changes or additions, and for rejected material or work which is proven to be good and suitable for its purpose, and a fair deduction will be made for any reduction or diminution of the amount of materials or work ordered.

F. It is hereby agreed and understood that the Commissioners shall have the right to order or approve an increase or diminution of any or all of the several classes of work defined in the specifications and included in the several items of the accompanying proposal and of the

clauses regarding payment contained in this contract, to the amount of twenty-five per cent. of any class, for each or all of the several classes; and the prices per unit of work named in the said proposal and payment clauses shall hold good and valid for the amount of work actually done by the order or with the consent of the Commissioners.

G. No claim for extra payment will be allowed by the Commissioners, unless the Contractor shall have notified the Commissioners, in writing, of his intention to claim extra payment before commencing upon the work for which the said extra payment is claimed; and the said notifications shall contain a detailed statement of the nature and amount of work for which the claim for extra payment will be presented.

H. All of the work to be done under this contract must be executed by competent and skilful men in its several portions, respectively; and the contractor shall employ a skilful and experienced superintendent or foreman, whose duty shall be to be present upon the work during working hours, to direct the work and the men employed thereon.

I. The engineer or inspector, authorized and employed by the Commissioners (either or both), shall have the right to inspect the work and any part thereof at any or all stages of its progress, to reject any imperfect or damaged materials or work, and to cause the substitution of new and good materials therefor; and the Contractor shall furnish the engineer or inspector with convenient and safe means of access to any part of the work, upon request, and shall furnish the necessary facilities and materials for marking the proper lines and grades, and shall maintain the same, all without extra charge.

J. The Engineer shall have the right to give directions concerning the work to the contractor or to any sub-contractor, superintendent, foreman, or other person who may appear to the Engineer to be in charge of any portion of the work when the principal contractor is not present, and to order the discharge of any person, employed on the work by the contractor, who appears to be incompetent or to act in a disorderly or improper manner; and it is hereby agreed that the directions and orders of the engineer shall be followed and executed by the contractor, his agents and employees.

K. It is hereby specified and agreed that the inspection of the work by any agent of the Commissioners during the process of construction shall not relieve the Contractor from the full responsibility of doing all portions of the work in a thorough and workmanlike manner, and the Contractor hereby warrants all of the materials furnished and work done

to be in accordance with the terms of the specifications forming a part of this contract.

L. The Commissioners shall have the right to make under the supervision of the engineer, or otherwise, such tests of the strength and quality of the materials, which are intended to be or which are used in the Bridge, as they may deem necessary to establish the suitability of the said materials for their position and duty, in accordance with the provisions of the specifications relating to tests; and the Contractor will be required to furnish samples for testing, without extra charge, when required by the Commissioners or Engineer.

M. The Contractor hereby agreed to repair and make good at his own expense any portion of the work that may have been or become injured or destroyed by freshet or flood, fire, wind, or other action of the forces of nature, or through accident, or negligence on the part of any of his employees before the final completion and acceptance of the Bridge. The Contractor, furthermore, agrees to bear all of the expense and loss occasioned by or incidental to the said causes above named in this clause.

The Commissioners hereby agree to allow the Contractor a sufficient time, beyond the date named in this contract for the completion of the work, to make good all work destroyed or damaged by causes beyond his control.

N. The contractor hereby agrees to fully indemnify the County for and protect it from any loss or damage to persons or property caused by or arising from his or any of his employees' acts or negligence; also from claims against the County under any laws of the State having reference to liens for labor performed or materials furnished under the contract.

O. It is hereby agreed that, if at any time before the completion and acceptance of the Bridge the Commissioners shall consider the progress of the work to be unnecessarily delayed, or that all the requirements and provisions of this contract have not been fulfilled, or that any part of the work is not properly executed by the Contractor in accordance with the terms of the said contract, the said Commissioners shall have the power to discontinue all work or any part thereof under this contract, and to designate the part of the work to be discontinued and the date when the Contractor shall cease to carry on the work or part thereof. Upon the receipt of a notification from the Commissioners to discontinue the work or any part thereof, the Contractor shall thereupon cease to continue the work upon the part or parts designated in the said notification at such time as shall be therein stated, or if

the time shall not be stated, as soon after the receipt of the notification as shall be possible, with due regard to the safety of the part of the work which may have been already commenced and partially completed; and the Commissioners shall thereupon have the power, at their discretion, to carry on and complete the remainder of the work in the manner by contract to another party or by labor hired by the day, that they may deem advisable, and to use such materials as may be found at the site of the bridge, or to provide other materials of the kinds and quantities necessary to complete the Bridge in accordance with the terms of this contract; and the cost and expenses of carrying on the work, as set forth in this clause, shall be deducted from the balance or amount of money due to the Contractor under this contract at the time when he ceased to continue the work. Or, if the said cost and expenses should exceed the said balance, the said Contractor is to be held to and is to pay said County of Hampden the excess or difference between the cost of carrying on the work as above indicated, and the said balance due under this contract; but the said excess or difference to be paid by the Contractor shall not exceed the amount of the bond given by him for the faithful performance of the contract.

P. The said Contractor hereby agrees that he will give personal attention to the fulfilment of this contract, and that he will not sub-let the aforesaid work, but will keep the same under his control; and that he will not assign, by power of attorney or otherwise, any portion of the said work, or any of the payments therefor, unless by and with the previous consent of the Commissioners.

Q. It is further agreed that if, during the progress of the work or upon its completion, the parties to this contract are not able to agree upon what is a fair compensation for any work ordered or approved by the Commissioners, of a different nature from the several classes of work herein set forth, or for an increase or diminution of any one or more of these classes in excess of the amount herein provided for, or upon any other question of importance involving an expense, loss, or damage to one or the other of the parties hereto, then the said question shall first be properly submitted for decision to two arbitrators or referees, one chosen by each party to this contract.

If the parties so chosen fail to agree, they are to have the power to choose a third; and, if two of the three arbitrators so chosen concur in a decision, that decision shall be accepted by both parties. Each party is to pay the charge of the arbitrator selected by himself, and

one-half of the other charges or costs of said arbitration.

R. It is hereby agreed between the parties to this contract that the metal used in the Bridge shall be _____ wherever an alternative use of iron or steel is provided for in the specifications, and that the sidewalk railing shall be constructed in accordance with the design designated by the letter ____ in the Plans and Specifications.

S. The Contractor hereby agrees to deliver the superstructure of the Bridge completed in place and ready for use on or before _____

Bond of R. F. Hawkins.

Commonwealth of Massachusetts.

Hampden, ss.

Know all Men by these Presents, That R. F. Hawkins of Springfield, in said County, as principal and D. B. Wesson, of said Springfield, as surety, are held and firmly bound to Leonard Clark, L. F. Root and Harvey D. Bagg, County Commissioners of the County of Hampden, and to their successors in office, in the sum of Fifteen Thousand Five Hundred Dollars to the faithful payment of which sum we do bind ourselves, our heirs, executors and administrators, firmly by these presents, sealed with our seals.

Dated the sixteenth day of July, in the year of our Lord one thousand eight hundred and ninety-one.

The Conditions of this obligation are that whereas the said R. F. Hawkins has this day entered into a contract in writing with the said County Commissioners, to build and construct the superstructure of a bridge over the Connecticut River, between the City of Holyoke and the City of Chicopee in said County, commonly called the Willimansett Bridge.

Now therefore if the said R. F. Hawkins shall build and construct said superstructure, and shall do and perform everything required according to the tenor of said contract, then this bond shall be void, otherwise it shall remain in full force and virtue.

In presence of
Annie F. Wassung
to R. F. H.

R. F. Hawkins and seal.

J. K. Davidson
to D. B. W.

D. B. Wesson and seal.

On the seventh day of June, eighteen hundred and ninety-two, James E. Farrell of Holyoke, Mass., was awarded the contract for laying the concrete sidewalks approaching the Willimansett Bridge, for the sum of fifty cents per square yard.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Dec. 26th, 1893.

VOTED,

That WILLIAM C. MARSH, County Treasurer, be authorized to borrow on the credit of the County, and in anticipation of the County Tax, a sum of money not exceeding TEN THOUSAND DOLLARS (\$10,000.) and to make, execute and deliver note, or notes to that amount, payable during the month of October next, to the order of such Bank, Institution, Corporation or Individual, as he, the said Marsh shall elect, and to pay interest or discount thereon at a rate not exceeding four per cent. per annum.

Leonard Clark	}	County
W. H. Brainerd		Commissioners.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Dec. 26th, 1893.

VOTED

That WILLIAM C. MARSH, County Treasurer, be authorized to borrow on the credit of the County, and in anticipation of the County Tax, a sum of money not exceeding SIX THOUSAND DOLLARS, (\$6,000.) and to make execute and deliver note, or notes to that amount, payable during the month of October next, to the order of such Bank, Institution, Corporation or Individual, as he, the said Marsh shall elect, and to pay interest thereon at a rate not exceeding four per cent. per annum.

Leonard Clark	}	County
W. H. Brainerd.		Commissioners.

Commonwealth of Massachusetts. No. 17.

Hampden, ss. County Commissioners' Meeting, Dec. 26th, 1893.

VOTED,

That WILLIAM C. MARSH, County Treasurer, be authorized to borrow on the credit of the county, and on account of the construction of the bridge over the Connecticut River, between Holyoke and Chicopee, called "The Willimansett Bridge," the sum of Four Thousand Six Hundred Dollars, (\$4,600.) and to execute and deliver a note to that amount payable on demand to the order of the Springfield Institution for Savings, and to pay interest or discount thereon, at a rate not exceeding six per cent. per annum.

County Treasurer
authorized to borrow
in anticipation
of County Tax.

County Treasurer
authorized to borrow
on account
of "Willimansett
Bridge."

Leonard Clark	}	County
W. H. Brainerd		Commissioners.

Appointment of

James M. Sickman,

County Commissioner.

Commonwealth of Massachusetts.

Hampden, ss. Jan. 3rd, A. D. 1894.

Whereas, a vacancy occurs in the office of County Commissioner in said County, by reason of the death of Harvey D. Pagg, the two remaining County Commissioners and the Clerk of the Courts for said County, deeming it expedient and for the interest of the public, do hereby appoint James M. Sickman of Holyoke, in said County, as a suitable person to fill such vacancy, who shall exercise all the powers and be subject to all the disabilities which pertain to such office under the Statutes of this Commonwealth, and the said James M. Sickman shall hold his said office of County Commissioner, until a person is duly elected to the office and qualified.

Leonard Clark	}	County
William H. Brainerd		Commissioners.
Robert O. Morris)	Clerk of the Courts.

James R. Wells,
Register of Deeds
— sworn in. —

January 3rd, 1894. James R. Wells, Register of Deeds, appears and is sworn, and gives bond for the faithful discharge of the duties of said office.

Apportionment of
Dog Tax.

The County Commissioners having apportioned the moneys received under the provisions of the Statutes relative to dogs, not otherwise expenses order that the same, amounting to the sum of eight thousand one hundred and forty-six dollars and twenty-four cents, be paid to the treasurers of the several cities and towns of the County, in the proportions following, viz:

To the Treasurer of Agawam,	\$ 200.27
To the Treasurer of Blandford,	106.91
To the Treasurer of Primfield,	108.79
To the Treasurer of Chester,	112.09
To the Treasurer of Chicopee,	703.69
To the Treasurer of Granville,	117.75

To the Treasurer of Hampden,	\$ 115.86
To the Treasurer of Holland,	26.36
To the Treasurer of Holyoke,	1,537.35
To the Treasurer of Longmeadow,	177.09
To the Treasurer of Ludlow,	174.42
To the Treasurer of Monson,	370.97
To the Treasurer of Montgomery,	35.96
To the Treasurer of Palmer,	461.60
To the Treasurer of Russell,	50.06
To the Treasurer of Southwick,	105.97
To the Treasurer of Springfield,	2,405.31
To the Treasurer of Tolland,	56.52
To the Treasurer of Wales,	61.69
To the Treasurer of Westfield,	643.88
To the Treasurer of West Springfield,	440.88
To the Treasurer of Wilbraham,	132.82
	<u>\$ 8,146.24</u>

Estimated expenses of the County of Hampden, for the year 1894, with the amount necessary to be raised by Tax.

County Estimate.

For the Payment of Jurors,	\$ 11,000.00
" service of venirees,	400.00
" officers of courts and meals of jurors,	3,500.00
" salaries of special and county commissioners,	2,500.00
" Salaries of sheriff and Treasurer,	8,000.00
" Land Damages,	500.00
" Publication of Commissioners' Notices,	200.00
" Surveys of highways,	500.00
" Construction of highways,	5,000.00
" Medical Examiners,	1,500.00
" Salaries of messenger and engineer- Court House,	1,800.00
" Clerk's assistants- Court House,	1,600.00
" Record Books and Stationery,	1,200.00
" Indexing,	1,100.00
" Law Library,	1,500.00
" Repairs, Court House,	2,000.00
" Fuel and Lights, - Court House,	1,200.00
" Clerk of Courts,	3,500.00

* Criminal costs,	1,000.00
* Miscellaneous expenses,	1,000.00
* Interest on County Notes,	15,000.00
* Auditors of Court,	800.00
* Insane cases,	1,500.00
* Truant School, less receipts,	5,500.00
* Salaries of Officers of Police and District COURTS,	11,500.00
* Police Court Supplies,	2,000.00
* Probation Officers,	3,200.00
At Jail and House of Correction.	
For Provisions,	\$ 7,500.00
* Clothing,	2,000.00
* Fuel and Lights,	4,000.00
* Beds and Bedding,	400.00
* Salaries of Officers,	6,500.00
* Board of officers and employees,	1,200.00
* Additions and repairs,	2,000.00
* Instruction,	300.00
* Furniture and Utensils,	300.00
* Miscellaneous,	300.00
* Water Rents,	1,000.00
* Medicine and Medical Attendance,	500.00
Toward payment of Court House debt,	10,000.00
Toward payment of Holyoke Bridge,	<u>25,000.00</u>
Total estimate,	\$ 144,500.00
Deduct estimated receipts,	<u>14,500.00</u>
Amount called for by Tax,	\$130,000.00

County Treasurer au-
thorized to borrow
in anticipation of
County Tax.—

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Jan. 11th, 1894.

VOTED,

That William C. Marsh, County Treasurer, be authorized to bor-
row on the credit of the County and in anticipation of the County Tax, a
sum of money not exceeding Eighty Thousand Dollars, and to make, execute
and deliver note, or notes, to that amount payable during the month of
October next, to the order of such Bank, Institution, Corporation or In-
dividual, as he, the said Marsh shall elect, and to pay interest or dis-

count thereon at a rate not exceeding three and seven-sixteenth per cent. per annum.

Leonard Clark

W. H. Brainerd

J. M. Sickman

} County

} Commissioners.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Feb. 26th, 1894.

VOTED,

That WILLIAM C. MARSH, County Treasurer, be authorized to borrow on the credit of the County, and on account of the construction of the bridge over the Connecticut River, between Holyoke and Chicopee, called "The Willimansett Bridge," built under the Provisions of Chapter 350 of the Statutes of this Commonwealth for the year 1889, as amended by Chapter 377 of the acts of 1891, the sum of ELEVEN THOUSAND DOLLARS, and to execute and deliver a note to that amount payable in two years from date to the order of such Bank, Institution, Corporation, or Individual as he, the said Marsh shall elect, with interest payable semi-annually at the rate of three and three-fourths per cent. per annum.

Leonard Clark

W. H. Brainerd

(Seal.)

J. M. Sickman

} County

} Commissioners.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Feb. 26th, 1894.

VOTED

That William C. Marsh, County Treasurer, be authorized to borrow on the credit of the County, and on account of the construction of the bridge over the Connecticut River, between Holyoke and Chicopee, called "The Willimansett Bridge," built under the Provisions of Chapter 350 of the Statutes of this Commonwealth for the year 1889, as amended by Chapter 377 of the acts of 1891, the sum of Eleven Thousand Dollars, and to execute and deliver a note to that amount payable three years from date to the order of such Bank, Institution, Corporation, or Individual as he, the said Marsh shall elect, with interest payable semi-annually, at the rate of three and three-fourths per cent. per annum.

Leonard Clark

W. H. Brainerd

J. M. Sickman

} County

} Commissioners.

(Seal.)

County Treasurer
authorized to borrow on account
of "Willimansett
Bridge."

County Treasurer
authorized to borrow on account of
"The Willimansett
Bridge."

Sheep Damages.

\$172.85

The sum of one hundred and seventy-two dollars and eighty-five cents is allowed for damages and other expenses incurred under the Statutes relative to dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Act.

Hampden, ss. April 3rd, 1894.

Judgment is entered up according to reports &c., and all matters not acted upon are ordered to be continued, and this meeting is adjourned without day.

Attest:

Robert O Morris Clerk.

Commonwealth of Massachusetts.

Hampden, ss.

At a Meeting of the County Commissioners, begun and holden at Springfield, within and for the County of Hampden, on the Second Tuesday of April, being the tenth day of said month, and by adjournment on the first day of May, and on the twenty-sixth day of May, and by adjournment on the fifth and twelfth days of June, in the year of our Lord one thousand eight hundred and ninety-four.

Present, Leonard Clark, Esq., Chairman,	}	County
Wm. H. Prainerd, Esq.		
James M. Sickman, Esq.		Commissioners.

To the Honorable the County Commissioners for the County of Hampden, Massachusetts.

Respectfully represents the undersigned citizens, legal voters of Westfield, Southwick and Granville, that common convenience and necessity require that the highway leading from the watering trough at the junction of the Old Granville Road in said Westfield, near land of Frank M. Osden, in a southerly direction through Westfield, Southwick, the "Loomis Street District", so-called, the North Granby Road, co-called, to the Connecticut state line, be straightened, widened, graded and hardened. That said road is sandy, muddy in the season, narrow, crooked and steeply graded. And we further represent that the Selectmen of the towns of Westfield and Southwick aforesaid have unreasonably neglected to lay out or alter and repair said way, although requested so to do by the inhabitants of said towns of Westfield and Southwick respectively.

Wherefore we do respectfully petition that you cause such way to be laid out or altered, that it may be straightened, widened, graded and hardened.

June 23, 1893.

George Doherty and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the Fourth Tuesday of June, in the year of our Lord one thousand eight hundred and eighty-three, and said petition was continued from meeting to meeting, and due proceedings having been had thereon, the Commissioners now file the following Location Report, to wit:

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, May 26th, 1894.

George Doherty et
als. Petrs. for al
teration & repair of
highway in Westfield
and Southwick .

On the Petition of George Doherty and others praying for a highway to be laid out or altered and repaired in Westfield and Southwick, it appearing that all persons interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the third day of August, A. D. 1893, view said highway and hear all parties interested, and did adjudge that said Selectmen had unreasonably refused and neglected to alter said highway and that common convenience and necessity required that said highway should have specific repairs. And now said Commissioners order specific repairs to be made on the highway leading from the watering trough at the junction of the Old Granville Road in Westfield, near land of Frank M. Osden, in a southerly direction through Westfield, Southwick, the "Loomis District" so-called the North Granby Road, so-called, to the Connecticut state line.

Loomis Street.

Westfield.

Sta. 0 Watering Trough.

Station 10+50 to 13 put on ten (10) inches of gravel.

Station 13 to 17 put on six (6) inches of gravel.

Station 17 to 25 Put on eight (8) inches of gravel.

Station 26+60 Lower grade and carry material south.

Station 35+25 to 39 to be hardened.

Station 40+50 put in bar in cross road, cut corner back six(6) feet and open ditch to carry water from said cross road south.

Station 51 Cattle pass of Daniel Stiles is discontinued by agreement between said Stiles and the town of Westfield.

The road bed for the entire distance from Station 0 (watering trough) to Sta. 83+27 (Southwick line) to be graded sixteen (16) feet in width from shoulder to shoulder with a crown of six (6) inches in center and thoroughly hardened. The ditches are to be well opened and all culverts put in thorough repair and lengthened where necessary. (Said stations are one hundred (100) feet apart.)

SOUTHWICK.

Station 0+(Westfield line) to Sta. 8-put on 10 inches of gravel.

Station 3+50 Lengthen culvert.

Station 5+70 Lengthen culvert.

Station 8 to 9 Widen on east side.

Station 12+50 to station 16- widen 6 feet on east side.

Station 13+50 Construct new culvert.

Station 18 to 19. Put on 8 inches gravel.

Station 21 to 26. Raise road bed one foot from material to be taken from ditches.

Station 26 to 28- Put on 6 inches of good gravel.

Station 29 to 36- Open ample ditches on east side and deposit material on west side of Road and cover with ten inches of gravel.

Station 36 to 42 cover with four inches of gravel.

Station 42 to 48- raise roadbed one foot and cover with ten inches of gravel.

The road bed for the entire distance from Station (0) to Station 48 to be graded sixteen (16) feet in width from shoulder to shoulder with a crown of six (6) inches in center and thoroughly hardened where specified. The ditches to be well opened and all culverts put in thorough repair.

Station 48 to 91- Turnpike, making road bed sixteen (16) feet wide from shoulder to shoulder with a crown of six (6) inches at center. The said Stations are one hundred (100) feet apart.

And it is ordered by said Commissioners that the inhabitants of said towns of Westfield and Southwick shall, on or before the first day of September, 1894, complete and finish the same. Railings shall be erected at all steep and dangerous places: and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

Leonard Clark, } County
W. H. Brainerd, } Commissioners.

Hampden, ss. County Commissioners' Meeting, June 5th, A.D. 1894.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: ROBERT O. MORRIS, Clerk.

To the Honorable County Commissioners for the County of Hampden, Mass.

Respectfully petition the undersigned Selectmen and inhabitants of the Town of Westfield in said county, that you alter and locate anew that part of Montgomery street lying between Parker Avenue and land of Wilcox P. Meacham in said Westfield so that the same shall be not less than three rods in width measured northeasterly from the southwest edge of the concrete walk on the southwest side of said street and that you discontinue such portion of said Montgomery street lying southwesterly

Selectmen of Westfield et als. Petrs for locating anew and discontinuing portions of Montgomery Street in Westfield.

of the southwest edge of said concrete walk and between said avenue and land of said Meacham.

Dated March 23rd, 1894.

Edwin Hedges
T. B. Moseley
J. P. Freeman

} Selectmen
of
Westfield

and others, Petrs.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the Fourth Tuesday of December, in the year of our Lord one thousand eight hundred and ninety-three, when the Commissioners appointed a place and time for a view and hearing, and directed notice of the same to be given, and said petition was continued to this meeting, and now it is ordered that said petition be dismissed.

Contract for furnishing Court House and Jail with Ice.

May 1st, 1894, The Contract for furnishing the Court House and Jail with Ice during the ensuing year, was awarded E. O. Doten for 10 cents per hundred pounds at the Jail, and fifteen cents per hundred pounds at the Court House.

County Tax
Assessed.

In conformity with a resolve of the General Court, passed at their present session, granting a tax of one hundred and thirty thousand dollars, (\$130,000.) for the County of Hampden, the same is apportioned upon the several cities and towns in said County, in manner following:-

Agawam,	\$ 1,588.16
Plandford,	510.48
Primfield,	567.20
Chester,	737.36
Chicopee,	8,621.00
Granville,	482.12
Hampden,	510.48
Holland,	113.44
Holyoke,	28,813.00
Longmeadow,	1,644.88
Ludlow,	1,106.04
Monson,	2,580.76
Montgomery,	170.16
Forward,	\$ 47,445.08

Forward,	\$ 47,445.08
Palmer,	3,346.48
Russell,	623.92
Southwick,	680.64
Springfield,	62,675.00
Tolland,	198.52
Wales,	368.68
Westfield,	9,217.00
West Springfield,	4,424.00
Wilbraham,	1,020.68

\$ 130,000.00

And warrants have been issued dated May 1st, 1894, directed to the Selectmen or Assessors of the several towns and cities in said County, directing them to assess the same upon the inhabitants of their respective towns and cities, and requiring their Collectors or Constables to collect the same, and cause the amounts so collected to be paid into the County Treasury.

J. P. Purbank is awarded the contract for removing the offal at the Jail and House of Correction, for the year commencing July 5th, 1894, at \$76.00 (Contract awarded June 12th, 1894.)

Contract for removing the offal at Jail awarded.

CONTRACT for making alterations in the Court Room of the Superior Court, at the Court House, in Springfield, Massachusetts.

Contract for making alterations in the Superior Court Room awarded Chas. L. Shaw

This AGREEMENT made and concluded this third day of July, in the year one thousand eight hundred and ninety-four, between THE COUNTY OF HAMPDEN, IN THE STATE OF MASSACHUSETTS, acting by its Board of County Commissioners,PARTY OF THE FIRST PART, and CHARLES L. SHAW, of Springfield, in said County of Hampden, State of Massachusetts,PARTY OF THE SECOND PART.

WITNESSETH: That the said Party of the Second Part for a consideration hereinafter mentioned, agrees to make certain alterations in the upper Court Room, at the Court House, Springfield, Massachusetts, and to furnish all the materials, and perform all the work necessary to complete the same, - (only competent workmen being employed), agreeably to the accompanying Specifications and Plans, and to complete said work finished

in every respect to the satisfaction of the said Party of the First Part, on or before the first day of August next.

In Consideration Whereof, the said Party of the First Part agrees to pay to the said Party of the Second Part, the sum of Three Hundred and Ninety-five Dollars (\$395.00) which sum shall be in full of all his demands and claims, against the Party of the First Part.

And it is further agreed, that the said Party of the First Part may modify the before-mentioned Specifications and Plans, in any particular, without impairing their validity, or the validity of this Contract in other respects, - PROVIDED, that such sum as shall be just and equitable shall be allowed to either Party for such sum as shall be just and equitable shall be allowed to either Party for such alterations.

In Witness Whereof, we have hereunto set our hands and seals, on the day and year first above written.

In presence of	}	Leonard Clark and Seal	}	For the County
Christine Law.		W. H. Prainerd and Seal.		of Hampden by its
		J. M. Sickman and Seal.		Board of County
				Commissioners.
		C. L. Shaw and Seal.	(Contractor.

SPECIFICATIONS.

General Conditions.

Furnish all labor and materials necessary to complete the work according to the manifest intent and meaning of the plans and specifications.

All materials are to be of the best of their respective kinds and all labor is to be done in the most thorough and workmanlike manner.

The drawings and specifications are intended co-operate and any work indicated in one and not in the other or reasonably implied in either is to be executed as if fully set forth in both.

New work is to correspond with the old and to be joined neatly to it. Present materials are to be used wherever possible in effecting the changes and due allowance is to be made for them.

Remove the side galleries with the posts and partitions under them. Finish the rear gallery and railing across the end of the room, with half posts and half railing posts against the side walls.

Change the railing on the Court Room floor to the position indicated on the plan, and finish with half posts against the side walls.

Move the jury platforms and sheriff's and crier's boxes and the steps connected with them, back three feet. Build a railing of same details as gallery railing at the back of the top step of the jury plat-

form steps. These extensions are to stand on buttresses so as to make the railing level throughout. The buttresses and the back of the platforms are to be cased up with paneled sheathing as shown on drawing, of same detail as present wood partitions. Build out and finish the platforms and steps as shown on the plan. Take out the doors between Court Room and Corridor on south side and put double swing doors with plate glass panels in their place.

Take out the sheathing over these doors and put in sash transom lights.

Remove the blinds from all upper windows in the Court Room. Pivot the upper windows and furnish them with transom fixtures, same make and style as in Law Library, all so arranged that these windows may be opened and closed from the Court Room floor.

Furnish the sliding sash windows with suitable fixtures and long hard-wood pole so that they may be opened and closed from the floor.

Give all new hard-wood a filler and finish to correspond with the old, and give new and old except the ceiling an additional coat of varnish, all well rubbed down to a smooth hard surface.

Paint all plastered walls one good coat of oil paint, colored as directed, first covering any new plastering so that when the whole is done no joint or patching can be seen.

Push the work diligently from beginning to completion, repair and make good all plastering, floors and standing work, remove all rubbish and leave all in a perfect condition.

Hampden, ss. June 12th, 1894.

Judgment is entered up according to reports &c., and all matters not acted upon are ordered to be continued, and this meeting is adjourned without day.

Attest:

Robert O Morris Clerk.

Commonwealth of Massachusetts.

Hampden, ss.

At a Meeting of the County Commissioners, begun and holden at Springfield, within and for the County of Hampden, on the Fourth Tuesday of June, being the twenty-sixth day of said month, and by adjournment on the third, tenth, twenty-fourth and twenty-eighth days of July, on the seventh day of August, and on the fourth and twelfth days of September, in the year of our Lord one thousand eight hundred and ninety-four.

Present, Leonard Clark, Esq., Chairman,	}	County
Wm. H. Prainerd, Esq.,		Commissioners
Jas. M. Sickman, Esq.,		

The Overman Wheel
Co., Petrs. for ap-
proval of Plans and
Specifications of
Dam and Reservoir
in Chicopee

To the County Commissioners of Hampden County, Massachusetts.

The Overman Wheel Company, a corporation established by law in Chicopee, in said County, respectfully represents that it contemplates the construction of a dam and reservoir for the storage of water for use in its factory, the same to be located on the west side of Broadway in Chicopee, near the residence of Chas. T. Hendrick.

16.

See Plans with case
papers.

The plans and specifications for such dam and reservoir are presented herewith and said Company asks your honorable board to approve the same.

Overman Wheel Co.

By Luther White,

its Atty.

The foregoing petition was entered at a meeting of the County Commissioners held for said County, on the second Tuesday of April, in the year eighteen hundred and ninety-three, when the said petitioners filed said plans and specifications of their proposed work which were duly approved by the Commissioners, and this petition was continued from meeting to meeting to this meeting, and the Commissioners having inspected the work during its progress, and it appearing that said plans and specifications have been faithfully adhered to, it is ordered that the same be recorded.

Springfield, Mass., September 12th, 1894.

Leonard Clark	}	County
W. H. Prainerd,		Commissioners.
J. M. Sickman		

To the Hon. Board of County Commissioners of Hampden County, Commonwealth of Massachusetts.

We, the undersigned citizens and tax payers of the town of Plandford respectfully represent:- That the road leading from the house of W. F. Stephens- south- to the forks of road near the house of F. P. Frisbie is a County road. That the same is very steep, rough and unsafe for public travel. That during average winters it is almost impossible to keep said road open for public use, by reason of snow drifting therein. Therefore we would ask your honorable body to view the same, and discontinue the same should in your judgment it would be preferable to locate a new road from near the house of Simeon Clark, beside Pond Brook (so-called) to intersect with the road leading from Russell to North street (so-called) past the house of L. C. Nye at a point near the second bridge West of said L. C. Nye's and to view the route for the said proposed road.

W. F. Stephens and others, Petrs.

Plandford, Mass.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the first Tuesday of October, in the year of our Lord one thousand eight hundred and ninety-three, and said petition was continued from meeting to meeting to this meeting, and due proceedings having been had thereon, the Commissioners now file the following Location Report, to wit:

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, July 24, 1894.

On the Petition of W. F. Stephen and others praying for the discontinuance and relocation of road in Plandford,- It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the 27th day of November, A. D. 1893, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be discontinued and relocated. After adjudicating as aforesaid, said Commissioners appointed the 15th day of May, 1894, as the time when they would proceed to relocate said highway and gave due notice as the law directs.

And now said Commissioners relocate said highway in the manner following: Commencing at a stone monument set in the ground on the northerly side of the highway leading past the house of Simeon Clark, near Pond Brook (so-called)----- and thence running north 14 ° 44' West seven

W. F. Stephens et
als. Petrs. for
discontinuance or
relocation of road
in Plandford.

20.

For Plan- See Book
of Plans, Page 201.

hundred fourteen and eight tenths (714.8) feet to a stone monument: Thence north $11^{\circ} 43'$ west three hundred and five (305) feet to a stone monument; Thence north $22^{\circ} 19'$ west one hundred seventy-one and eighty-four one hundredths (171.84) feet to a stone monument: Thence north $17^{\circ} 51'$ west, one hundred forty-seven and thirty-five one-hundredths (147.35) feet to a stone monument: Thence north $7^{\circ} 46'$ east two hundred seventeen and forty-five one-hundredths (217.45) feet to a stone monument: Thence north $1^{\circ} 33'$ west four hundred sixty-seven and two one-hundredths (467.02) feet to a stone monument: Thence north $10^{\circ} 41'$ west three hundred five and seventy-six one-hundredths (305.76) feet to a stone monument: Thence north $4^{\circ} 38'$ east two hundred ninety-eight and fifty-nine one hundredths (298.59) feet to a stone monument: Thence north $13^{\circ} 15'$ east one hundred eighty-five and fifty-nine one-hundredths (185.59) feet to a stone monument: Thence north $36^{\circ} 27'$ east one hundred twelve and thirty-five one-hundredths (112.35) feet to a stone monument: Thence north $57^{\circ} 50'$ east, two hundred twenty-six and seventy-eight one-hundredths (226.78) feet to a stone monument: Thence north $43^{\circ} 03'$ east one hundred sixty-four and three one-hundredths (164.03) feet to a stone monument: Thence north $55^{\circ} 53'$ east one hundred eighty-six and sixty-three one-hundredths (186.63) feet to a stone monument: Thence north $68^{\circ} 15'$ east, one hundred seven and thirty-three one-hundredths (107.33) feet to a stone monument: Thence north 82 degrees 44' east one hundred eighty-six and fifty-one one-hundredths (186.51) feet to a stone monument: Thence north $85^{\circ} 27'$ east two hundred thirty-one and eighty-four one-hundredths (231.84) feet to a stone monument: Thence north 76° east one hundred and twenty-one (121) feet to a stone monument: Thence north 51° east two hundred twenty-three and six-tenths (223.6) feet to a stone monument in the westerly side of the highway leading past the house of W. F. Stephens, and near the head of the Ice Pond (so-called.) Said highway is laid out fifty (50) feet in width, parallel with and westerly of the above described line.

DISCONTINUANCE → It is further ordered that the road leading from the house of W. F. Stephens, southerly to the forks of road near the house of F. P. Frisbie, be discontinued. No person or corporation having claimed damages, and none in the opinion of the Commissioners being entitled to any, none are awarded. And it is ordered by said Commissioners that the inhabitants of said town of Plandford shall, on or before the first day of November, 1894, complete and finish the same, so that 14 feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe

and convenient for the passage of teams of every description, with customary loads. The grade of road to be as indicated upon accompanying profile. If practicable, the centre of the travelled part shall be the centre of the location. The form and manner of construction shall be as follows:- All obstructions shall be removed from every part of the same to the width aforesaid, and so shaped that the centre shall be six (6) inches higher than the sides by a circular, curved surface; all small inequalities shall be reduced to a level, or a regularly inclined plane. Bridges shall be constructed of stone or brick; drains and sluices shall be of the same material and of sufficient capacity at all places necessary for conducting away the water. The surface of the whole part to be travelled upon shall consist of gravel or other material which shall be permanently hard; and durable stone or iron monuments shall be placed at each end, and at each angle, in said described line. Where excavations are necessary, the slope of the banks on the sides shall not exceed one foot perpendicular, to one and one-half feet horizontal. Railings shall be erected at all steep and dangerous places; and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

Leonard Clark	}	County
W. H. Brainerd		
J. M. Sickman.		Commissioners

Hampden, ss. County Commissioners' Meeting, July 28th, A. D. 1894.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:

ROBERT O. MORRIS, Clerk.

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned citizens of Wilbraham, in said County, being more than five of the inhabitants of said town, that so much of the highway leading from the Boston road in said Wilbraham to and through Silver Street, in the town of Monson, as lies in said Wilbraham between said Boston road and the passage-way under the Boston & Albany railroad is crooked and by reason of its nearness to said railroad extremely dangerous, and that the common convenience and necessity require that that portion of said highway should be altered and located

E. M. Nichols et
als. Petrs.
for alteration
relocation and
discontinuance of
portions of high-
way in Wilbraham.

anew so as to run in a direct course from the northerly end of said passage-way in a northeasterly course across land of Walter M. Green to a point in said Boston Road just easterly of the duck house of said Green standing on the southerly side of said Boston road.

We therefore pray that you will view said premises and after due notice and hearing order that said road be so altered and located anew and that said portion of said highway lying easterly of said alteration and re-location and between said Boston road and the railroad be discontinued, and for such further orders as to you may seem meet and proper. Dated this 12th day of March, A. D. 1894.

E. M. Nichols and others, Petrs.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-three, and said petition was continued from meeting to meeting to this meeting, and due proceedings having been had thereon, the Commissioners now file the following location report, to wit:

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, July 24, 1894.

On the Petition of E. M. Nichols and others praying for the alteration, relocation and discontinuance of portions of highway in Wilbraham,- It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the tenth day of May A. D. 1894, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be altered and relocated. After adjudicating as aforesaid, said Commissioners appointed the 6th day of July, 1894, as the time when they would proceed to alter and relocate said highway and gave due notice as the law directs. And now said Commissioners alter and relocate said highway in the manner following:

Beginning at a stone monument set in the ground on the southerly side of the Boston road (so-called) in said Town of Wilbraham, about thirty (30) feet easterly from the farm barn of Walter M. Green, and thence running S. 19° 46' W. two hundred and thirty-eight (238) feet to a stone monument set in the ground;- Thence S. 12° 50' W. about one hundred and twenty-three (123) feet to a stone monument set in the ground on the northerly line of location of the Boston and Albany Railroad Company, at a

point about eight (8) feet westerly from the face of the westerly abutment of the Highway Bridge under the tracks of said Boston and Albany Railroad Company. Said road is laid out fifty (50) feet in width easterly of and parallel with the above described line. It is further ordered that said portion of said highway lying easterly of said alteration and relocation and between said Boston Road and the railroad be discontinued. No person or corporation having claimed damages, and none in the opinion of the Commissioners being entitled to any, none are awarded. And it is ordered by said Commissioners that the inhabitants of said town of Wilbraham, shall, on or before the first day of November, 1894, complete and finish the same, so that twenty (200 feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. If practicable, the centre of the travelled part shall be the centre of the location. The form and manner of construction shall be as follows:- All obstructions shall be removed from every part of the same to the width aforesaid, and so shaped that the centre shall be six (6) inches higher than the sides by a circular curved surface. The surface of the road to be brought to a true grade, as per accompanying profile; drains and sluices shall be of stone or brick and of sufficient capacity at all places necessary for conducting away the water. The surface of the whole part to be travelled upon shall consist of gravel or other material which shall be permanently hard; and durable stone or iron monuments shall be placed at each end, and at each angle, in said described line. Where excavations are necessary, the slope of the banks on the sides shall not exceed one foot perpendicular to one and one-half feet horizontal. Railings shall be erected at all steep and dangerous places; and the whole shall be done in a workmanlike manner, to the acceptance of said commissioners.

Leonard Clark	}	County
W. H. Brainerd		
J. M. Sickman.		Commissioners.

Hampden, ss. County Commissioners' Meeting, July 28th, A. D. 1894.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: ROBERT O. MORRIS, Clerk.

Contract for furnishing and laying rubber carpet in Court Room, awarded Revere Rubber Company.

Contract for furnishing a rubber carpet for the Court Room of the Superior Court, at the Court House, in Springfield, Massachusetts.

This agreement made and concluded this seventh day of August, in the year one thousand eight hundred and ninety-four, between The County of Hampden, in the Commonwealth of Massachusetts, acting by its Board of County Commissioners, Party of the first part, and The Revere Rubber Company, located in Boston, in said Commonwealth, and acting by A. E. Waugh its agent at Holyoke in said Hampden County, Party of the Second Part.

WITNESSETH: That the said Party of the Second Part for a consideration hereinafter mentioned, agrees to furnish 3,140 square feet of Granite corrugated Matting, one-eighth of an inch thick, also necessary nosing, and lay the same in the upper Court Room at the Court House, Springfield Massachusetts, (all work and material to be first class) and to complete said work finished in every respect to the satisfaction of the said Party of the First Part, on or before the first day of September next.

In Consideration Whereof, the said Party of the first part agrees to pay to the said Party of the Second Part, the sum of Seven Hundred and Thirty Dollars (\$730.) which sum shall be in full of all its demands and claims against the Party of the First Part. (The platform under the Judge's desk is to be carpeted and is not included in this contract.)

In Witness Whereof, we have hereunto set our hands and seals, on the day and year first above written.

In presence of	Leonard Clark and Seal	} For the County of Hampden by its Board of County Commrs.
	W. H. Brainerd and Seal	
	J. M. Sickman	

Revere Rubber Company
W. D. Handy
General Manager
and Seal.) Contractor.

County Treasurer authorized to borrow in anticipation of County Tax.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Aug. 7th, 1894.

VOTED, That WILLIAM C. MARSH, County Treasurer, be authorized to borrow on the credit of the County, and in anticipation of the County Tax, a sum of money not exceeding FIFTEEN THOUSAND DOLLARS, (\$15,000.) and to make, execute and deliver note, or notes to that amount, payable during the month of October next, to the order of such Bank, Institution Corporation or Individual, as he, the said Marsh shall elect, and to pay interest or discount thereon at a rate not exceeding four per cent.

per annum.

Leonard Clark
 W. H. Brainerd
 (Seal.) J. M. Sickman

} County
 } Commissioners.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Aug. 7th, 1894.

In the matter of the petition of James H. Clark and others, for specific repairs on a highway in Agawam:-

ORDERED,- That the sum of Twelve Hundred Dollars be paid from the County Treasury, to the said Town of Agawam, as a part of the expenses incurred by said town for hardening said highway.

Leonard Clark
 W. H. Brainerd
 (SEAL.) J. M. Sickman

} County
 } Commissioners.

Order for \$1200.
to be paid to the
Town of Agawam.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Sept. 4th, 1894.

VOTED,

That William C. Marsh, County Treasurer, be authorized to borrow on the credit of the County, and in anticipation of the County Tax, a sum of money not exceeding FIVE THOUSAND DOLLARS, (\$5,000.) and to make, execute and deliver note, or notes to that amount, payable during the month of October next, to the order of such Bank, Institution, Corporation, or Individual, as he, the said Marsh shall elect, and to pay interest or discount thereon at a rate not exceeding four per cent. per annum.

Leonard Clark
 W. H. Brainerd
 (SEAL.) J. M. Sickman

} County
 } Commissioners.

County Treasurer
authorized to borrow in anticipation of County Tax.

The sum of five hundred and ninety-six dollars and ten cents is allowed for damages and other expenses incurred under the statutes relative to dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said statutes.

Hampden, ss. Sept. 12th, 1894.

Judgment is entered up according to reports &c., and all matters not acted upon are ordered to be continued and this meeting is adjourned ~~is adjourned~~ without day.

Attest;

Robert O. Morris

Clerk.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners, begun and holden at Springfield, within and for the County of Hampden, on the first Tuesday of October, being the second day of said month, and by adjournment on the ninth, thirteenth, eighteenth and twenty-fifth days of October, on the seventh and twenty-fourth days of November, and on the fourth and fifth days of December, in the year of our Lord one thousand eight hundred and ninety-four.

Present, Leonard Clark, Esq., Chairman,	} County
Wm. H. Brainerd, Esq.	
James M. Sickman, Esq.	

The Ludlow Manufacturing Company,

Petrs. for leave to construct a private railroad in Ludlow.

30.

See Plans on file with case papers.

To the County Commissioners of the County of Hampden:-

Respectfully represents the LUDLOW MANUFACTURING COMPANY, a corporation established by law and having its usual place of business in Ludlow in said Hampden County, that it desires to construct and maintain in said town of Ludlow a railroad for private use for the transportation of freight by use of horse, steam or other motive power, as follows:-

Beginning upon the Athol Branch of the Boston & Albany Railroad Company, at a point about 222 feet easterly from a private way known as Whitney Street, and running in a southwesterly direction across said land of said Company to Windsor street, crossing said Windsor street diagonally and intersecting the center line of said Windsor street at a point distant about 102 feet westerly from the center line of said Whitney street; thence continuing in a southerly direction upon land of said company to East street, crossing said East street in a curved line and intersecting the center of said East street at a point distant easterly 174 feet from the center line of Sewell street; thence continuing on land of said Company to North street, and crossing North street about at right angles at a point distant northerly 130 feet from the northerly end of the bridge across the Chicopee River;

Also another private railroad for the uses aforesaid, beginning upon said Athol Branch of the Boston & Albany Railroad Company, at or near said Whitney street, and running thence in a westerly direction across said Whitney street and on land of the Company to a private way known as Sewell street, crossing said Sewell street about at right angles at a point distant southerly 39 feet from the southerly track of the

said Athol Branch. Also another private railroad for the purposes aforesaid connecting with the railway first above described at a point distant 144 feet westerly from the junction of said first described railway with said Athol Branch, and running thence in a westerly direction across said Whitney Street and across land of said Company and crossing said Sewell street about at right angles at a point distant 93 feet southerly from the southerly track of said Athol Branch.

That your petitioner has obtained the consent of the Selectmen of said Town of Ludlow to the crossing of said highways by said railroads, and that said selectmen have allowed steam power to be used by said railroads, and your petitioner has accordingly laid out said railroads across said highways and at the same level therewith.

Wherefore your petitioner prays that your Honorable Board will judge that public necessity requires the crossing of said highways at the same level, and make the decree specially to authorize and require said Ludlow Manufacturing Company to construct its said railroads as shall be prescribed in said decree.

Ludlow, Mass., Oct. 2, 1894.

Ludlow Mnfg. Co.

By J. E. Stevens, Agt.

The foregoing petition was entered at this meeting, and due proceedings having been had thereon, the following decree is now filed, to wit:

*Commonwealth of Massachusetts. Hampden, ss. County Commissioners' Meeting, November 7th, 1894. Upon the petition of the Ludlow Manufacturing Company, a corporation established by law and having its usual place of business in Ludlow, in said Hampden County, to construct and maintain railroads for private use for the transportation of freight by use of horse, steam or other motive power, the same to cross the several public and private ways in said Ludlow, known as Whitney, Windsor, East, North and Sewell Streets, in said Ludlow, at a level therewith, as by said petition on file will more fully appear.

It appearing that public necessity requires that the prayer of said petition should not be granted and that the Board of Railroad Commissioners, has, in writing, consented to said crossings at the same level, it is hereby decreed that the said Ludlow Manufacturing Company be specially authorized to construct its said railroads over said ways at the same level, that a flagman be stationed at each of said grade crossings, who shall display a flag whenever an engine or train passes and that in the operation of said tracks no train or engine shall cross

said ways at a speed greater than five miles an hour.

Leonard Clark	}	County
W. H. Brainerd		
J. M. Sickman		Commissioners.*

And the following order modifying said decree is filed, to wit:-

"It appearing that public necessity requires that the prayer of said petition should be granted and that the Board of Railroad Commissioners, has, in writing, consented to said crossings at the same level, it is hereby decreed that the said Ludlow Manufacturing Company be specially authorized to construct its said railroads over said ways at the same level, provided, however, that in the operation of said railroads the crossing at said North street shall be protected by suitable and proper gates whenever an engine or train passes said crossing, and that whenever an engine or train shall pass any of said other crossings, a flagman shall display a flag by day or a lantern by night at such crossing, and that no train or engine shall cross said ways at a speed greater than five miles an hour.

Leonard Clark	}	County
W. H. Brainerd		
J. M. Sickman		Commissioners.

County Treasurer
authorized to borrow
in anticipation
of County Tax.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Oct. 2nd, 1894.

VOTED,

That WILLIAM C. MARSH, County Treasurer, be authorized to borrow on the credit of the County, and in anticipation of the County Tax, a sum of money not exceeding FIVE THOUSAND DOLLARS, (\$5,000.) and to make, execute, and deliver note, or notes to that amount, payable during the month of October current, to the order of such Bank, Institution, Corporation, or Individual, as he, the said Marsh shall elect, and to pay interest or discount thereon at a rate not exceeding four per cent. per annum.

Leonard Clark	}	County
W. H. Brainerd		
J. M. Sickman		Commissioners.

(Oct. 2nd, 1894) The contract for furnishing the Jail and House of Correction with meat is awarded H. L. Niles & Co., for the ensuing year at the following prices:-

Corned Beef, 2.35 per hundred lbs.

Sale Pork, nine (9) cents per lb.

Beef Shanks two cents per lb.

The contract for making certain changes and alterations at the Jail is awarded Charles L. Shaw, for the sum of two thousand nine hundred and fifty dollars(\$2,950.).

Commonwealth of Massachusetts.

Selectmen of Palmer, Petitioners, }
for separation of grade of Palmer }
and Belchertown Road and New London }
Northern Railroad in town of Palmer }

No. 9

Hampden, ss.

Superior Court.

October 20, 1894.

FINDING OF COMMISSION.

-000-0-0-000-0-0-0-

Whereas, in the above matter, at the Superior Court in said County on the twenty-seventh day of June, 1894, we, Timothy M. Brown, Charles E. Hibbard and Henry G. Taft, were appointed a Commission under the provisions of Chapter 428 of the Acts of 1890, to act upon said petition, and Whereas due notice of a public hearing thereon before us was given as appears by our order and the return of service thereof, hereto attached, and such hearing was held at the District Court Room in Palmer in said County on the twenty-third day of August, 1894, at 11 o'clock A. M. and a view of the crossing described in said petition was taken by us the same day, Charles L. Gardner, Esq., appearing for the petitioners and Robert Coit appearing for the New London Northern Railroad Company and the Central Vermont Railroad Company, lessees of the New London Northern Railroad Company, and by adjournment at the same place on the fourteenth day of September, 1894;

Now, having duly considered all the evidence and arguments submitted to us in this matter, we decide and determine as follows, to wit:

FIRST. We decide and determine that an alteration in the crossing described in the petition, and in the approaches thereto, so as to avoid

Oct. Meeting, 1894.

Contract for furnishing the Jail and House of Correction with meat awarded H. L. Niles

CHARLES L. SHAW
awarded the contract for making alterations at the Jail.

Decision and Decree

-0-0-0-0-0-0-0-

Selectmen of Palmer, Petrs.

See Book of Plans

Page 180.

a crossing at grade, is necessary for the security and convenience of the public.

SECOND. We hereby prescribe the manner and limits within which said alterations shall be made, as follows:

The grades of said New London Northern Railroad at said Palmer and Belchertown road shall be separated at said Crossing without changing the grade of said Railroad, but by changing the location of said highway as follows: Commencing at a center point in said road fifty-five (55) feet from the Southeast corner of the dwelling house of Ellen A. Farrell (alias Jones) and distant twenty-four (24) feet and nine (9) inches from a marble monument set, or to be set, in the easterly line of said highway and the same distance from a similar monument set, or to be set, in the westerly line of said highway; thence running north $41^{\circ} 45'$ West as the center line of the highway three (3) rods wide, three hundred and forty (3400) feet, thence Easterly on a curve of sixty-nine (69) feet radius fifty-six and one-half ($56 \frac{1}{2}$) feet; thence on a tangent one hundred and fifty-eight (158) feet; thence on a curve to the South of seven hundred and sixty-four (764) feet radius, one hundred and sixty-nine (169) feet to the center line of the present highway, at the intersection of the new location therewith. The land to the width of twenty-four (24) feet and nine (9) inches on each side of the above described center line, owned, or reputed to be owned by Ellen A. Farrell, (alias Jones) is hereby taken for the purpose of a highway. So much of the land within the foregoing location as is within the location of the New London Northern Railroad Company is hereby taken for highway purposes and the location of a bridge upon which said Railroad shall cross said highway as hereinafter described, but for no use inconsistent with the use of the same by said Railroad Company under its charter and franchises. That portion of the present highway between the points of beginning and ending of the new location hereinbefore described, outside of that location, is hereby discontinued.

BRIDGE. Said Railroad shall pass over said highway as hereinbefore located upon an iron or steel plate girder bridge of sufficient strength to safely sustain any use said Railroad Company may make of it. Said bridge shall be at least twelve (12) feet and six (6) inches in the clear above said highway and the distance between the abutments at least sixteen (16) feet and nine (9) inches at the road bed. The abutments upon which said bridge is to rest shall be of stone rubble masonry laid in cement, or of some construction equally strong and durable.

HIGHWAY. The highway shall descend from the point of beginning of the foregoing location by a uniform grade to a point fifty (50) feet westerly from the westerly side of said bridge and thence on a level under the bridge to its intersection with the present highway. The highway shall be worked, graded and hardened in a suitable manner for travel twenty (200 feet wide, ten (100 feet each side of the center line. Suitable gutters to conduct the water off from the road bed shall be constructed on each side of the worked road bed. Drain pipes eighteen (18) inches in diameter shall be laid on each side of the road under the bridge and extending far enough to carry the water off. Said highway shall be protected by suitable railing wherever the safety of the public travel requires it.

THIRD. We decide and determine that the New London Northern Railroad Company or the Central Vermont Railroad Company, Lessees, (as the contracts between the Companies may provide) shall do all the work required by this our finding.

FOURTH. We decide and determine that the Commonwealth of Massachusetts shall pay twenty-five (25) per cent. of the whole cost of the alterations herein described including the cost of the hearings and the compensation of the commissioners and auditor for their services and expenses, and all damages, including those mentioned in Section five of Chapter 428 of the Acts of 1890, and said New London Northern Railroad Company (or said Central Vermont Railroad Company, Lessees), sixty-five (65) per cent. thereof, and the Town of Palmer ten (10) per cent. thereof. We file herewith a plan showing the alterations herein prescribed, as a part of our finding.

Commissioners.

} Timothy M. Brown
Chas. E. Hibbard
Henry G. Taft

Fees for services of Commissioners,

\$ 475.00

Expenses of the Commissioners,

28.00

\$ 503.00

Commonwealth of Massachusetts.

To the Honorable the Justices of the Superior Court, sitting in equity for the county of Hampden.

Petition of the Selectmen of the town of Palmer, in said County.

Your petitioners respectfully represent that they are of the opinion that it is necessary for the security and convenience of the public that an alteration should be made in the crossing at grade of the public

way known as the Palmer and Belchertown road and the railroad of the New London Northern Railroad Company, in said town of Palmer, which crossing is between the Quabog river, on the line of said railroad, and the village of Three Rivers, in the approaches thereto, and in the location and grade of said public way, so that said public way may pass under the said railroad at a point about 75 feet southeasterly of the present location of said crossing at grade. Wherefore they pray that a commission may be appointed as provided in chapter 428 of the Acts of 1890, to decide if such alterations are necessary, to prescribe the manner and limits within which they shall be made, to determine which party shall do the work, or to apportion the work to be done between said town and said railroad company, and apportion between the commonwealth and said town their proportion of the cost of such alterations.

Dated July 14th, 1892.

W. H. Brainerd	}	Selectmen
Chas. E. Getchell		of
John F. Twiss		Palmer.

The Subscribers, having been duly appointed a commission, pursuant to the prayer of the foregoing petition, hereby give notice that a public hearing will be held before this Commission upon the subject matter of said petition at the District Court Room in Palmer, in said County of Hampden, on Thursday, the twenty-third day of August next, at 11 o'clock A. M., at which hearing all parties interested therein may be present and heard. It is ordered that the petitioners give public notice of said hearing by serving a true copy of said petition, the foregoing notice and this order upon the Commonwealth of Massachusetts and the New London Northern Railroad Company, at least thirty days before the date of said hearing and by publishing the same in the Palmer Journal, once a week, for three successive weeks, the last publication to be at least fourteen days before the date of said hearing and posting the same in two public places in the town of Palmer, at least fourteen days before the said hearing.

Dated this 14th day of July, 1894.

Timothy M. Brown	}	Commissioners.
Chas. E. Hibbard		
Henry G. Taft		

Hampden, ss. August 14th, A. D. 1894.

I have served the within precept by causing the petition and order of notice thereto annexed to be published in the Palmer Journal three successive weeks the last publication being fourteen days before the

twenty-third day of August current, and by serving a true and attested copy thereof upon the New London Northern Railroad Company by giving in hand to Chas. E. Fish, agent at Palmer for the Central Vermont Railroad Company lessee and manager of the New London Railroad thirty days before the said 23rd day of August and by posting true and attested copies thereof in the Post Office and the Converse House both public places in the town of Palmer 14 days before the said 23rd day of August all as therein directed.

Fees.

Service,	1.00
3 copies,	3.00
Posting copies,	1.00
Paid printing,	8.25
Travel, 40 miles,	<u>1.60</u>
	\$14.85

Boston, Aug. 10, 1894.

Service of the foregoing notice is hereby accepted.

G. C. Travis,

Fst. Asst. Atty. Genl.
for the Commonwealth.

Commonwealth of Massachusetts.

Hampden, ss. Superior Court.

The Selectmen of Palmer, Petitioners for a separation of grade of Palmer and Belchertown Road and New London Northern Railroad, in the town of Palmer.

Motion to Amend Finding of Commissioners.

And now come the commissioners in the above case and move to amend their finding now on file in said Court by striking out the words "owned or reputed to be owned by Ellen A. Farrell, alias Jones, is hereby taken for the purpose of a highway," in that part of said finding which refers to the ownership of the land taken, and by inserting in place thereof the following: "is hereby taken for the purpose of a highway, that situate on the easterly side of the location of said railroad being owned by Henry K. Ferrell, Robert E. Ferrell and Helen A. Jones, and that on the westerly side by Henry K. Ferrell." So that the portion of said finding so amended will read as follows: "The land to the width of twenty-four (24) feet and nine (9) inches on each side of the above described centre line is hereby taken for the purpose of a highway, that situate on the easterly side of the location of said railroad being owned by Henry K. Ferrell, Robert E. Ferrell and Helen A. Jones, and that on the westerly side by Henry K. Ferrell."

Timothy M. Brown
Chas. E. Hibbard
Henry G. Taft

} Commissioners.

November 15th, 1894. Motion to amend allowed.

Commonwealth of Massachusetts.

Superior Court.

Hampden, ss.

No. 9.

Selectmen of Palmer, Petitioners for separation of Grade of Palmer and Belchertown Road and New London Northern Railroad in town of Palmer.

Decree of the Court.

In this case the decision of Timothy M. Brown, Chas. E. Hibbard and Henry G. Taft, commissioners, having been heretofore duly returned and filed in this Court, the same having been considered and a certificate of the Railroad Commissioners having heretofore been filed in this case, certifying that in their judgment the expenditure on the part of the Commonwealth for the current year under said certificate and previous certificates issued under section II of Chapter 428 of the acts of 1890 will not exceed the amount provided for in said act, it is ordered, adjudged and decreed that said decision be and the same hereby is confirmed and the findings thereof adopted.

By the Court.

Robert O. Morris, Clerk.

True copies.

Attest:

ROBERT O. MORRIS, Clerk.

County Treasurer

authorized to borrow
in anticipation of
the County Tax.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Nov. 24th, 1894.

VOTED,

That WILLIAM C. MARSH, County Treasurer, be authorized to borrow on the credit of the county, and in anticipation of the County Tax, a sum of money not exceeding FIFTEEN THOUSAND DOLLARS (\$15,000.) and to make, execute and deliver note, or notes to that amount, payable during the month of February next, to the order of such Bank, Institution, Corporation, or Individual as he, the said Marsh shall elect, and to pay interest or discount thereon at a rate not exceeding four per cent. per annum.

(L.S.)

Leonard Clark
W. H. Brainerd
J. M. Sickman

} County

} Commissioners.

Oct. Meeting, 1894.

Commonwealth of Massachusetts

Hampden, ss. County Commissioners' Meeting, December 5th, 1894.

In the matter of the petition of George Doherty and others praying for a highway to be altered and repaired in Westfield and Southwick,-

It now appearing that the same is completed, it is hereby ordered that the sum of five hundred dollars be paid to the Town of Southwick from the county treasury.

(L.S.) Leonard Clark
W. H. Brainerd
J. M. Sickman } County
Commissioners.

Allowance to be
paid to the town
of Southwick.
\$500.

The sum of two hundred and eighty-nine dollars and twenty-eight cents is allowed for damages and other expenses incurred under the statutes relative to dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said statutes.

Allowance for
damage done to
sheep.

To the Honorable the County Commissioners of the County of Hampden:-

Your petitioners, the Mayor and Aldermen of the City of Springfield in said County, respectfully represent; That the Boston and Albany Railroad Corporation's Road crosses Main Street, in said Springfield, by a stone bridge which passes over said Main Street; that your petitioners are of opinion that it is necessary for the convenience of the public that an alteration should be made in said bridge, as the same is now constructed so that water which falls upon the same in times of storms and which falls upon the premises of said Railroad Company passes through said bridge and falls upon the street below, to the common nuisance of the public travelling on said street.

Mayor and Aldermen
of Springfield,
Petrs. for altera-
tion of Main Street
Arch.

25.

See Book of Plans 1
Page 179.

Your petitioners, therefore, pray that your Honorable Board prescribe the manner and limits within which such alteration as you may find to be necessary shall be made and certify your decision according to law.

E. P. Kendrick
D. G. Gilmore
C. C. Margerum
O. H. Smith
H. H. Bowman
D. W. Ware
Gustave Remkus } MAYOR
and
Aldermen
of
Springfield.

The Mayor and Aldermen of Springfield,

By E. A. Newell,
Clerk of the Board of Aldermen.

The foregoing petition was entered at a meeting of the County Commissioners, holden at Springfield, within and for said County, on the Second Tuesday of April, in the year of our Lord one thousand eight hundred and ninety-four, and was continued from meeting to meeting to this meeting, and now said Commissioners make return of their proceedings in the premises as follows, to wit:-

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners of the County of Hampden, held at Springfield, in said County, on the Second Tuesday of April, in the year of our Lord one thousand eight hundred and ninety-four.

On the petition of The Mayor and Aldermen of Springfield, then presented to said Commissioners, representing and setting forth that the Boston and Albany Railroad Corporation's Road crosses Main Street, in said Springfield, by a stone bridge which passes over said Main Street; that said petitioners are of opinion that it is necessary for the convenience of the public that an alteration should be made in said bridge, as the same is now so constructed that water which falls upon the same in times of storms and which falls upon the premises of said Railroad Company passes through said bridge and falls upon the street below, to the common nuisance of the public travelling on said street. And praying said Commissioners to prescribe the manner and limits within which such alteration as they may find necessary shall be made and certify their decision according to law, as by said petition on file will more fully appear.

The Commissioners appointed Tuesday, the twelfth day of June, then next, and ten o'clock in the forenoon, at the Court House in Springfield, as the time and place for hearing all parties interested; and caused a copy of said petition to be served upon the Boston and Albany Railroad Company, thirty days at least before the time appointed for said hearing, and also caused abstracts of said petition, containing the substance thereof, to be posted in two public places in said City; and also gave notice to all persons interested by causing a copy of said petition to be published three weeks successively in the Springfield Morning Union, a newspaper published in said County, said posting and the last publication of said copy having been fourteen days at least before the time appointed for said hearing.

And on said twelfth day of June, the Commissioners met at the time

and place appointed, and having heard the parties, said Commissioners then proceeded to consider and adjudicate upon the prayer of said petition; and after considering the same, said Commissioners continued the proceedings in said matter from meeting to meeting to this meeting, and now, in this eighteenth day of October, A. D. 1894, said Commissioners decide that such alteration is necessary, and prescribe the manner and limits within which it shall be made to be as follows, to wit:

The upper surface of arch and abutments is to be uncovered and thoroughly cleaned. A portion of the masonry at the westerly end of bridge is to be cut down to form valleys as indicated by the plans hereto annexed and forming a part of this order. Plaster the entire surface of masonry between lines A. B. and C. D., on plan, with a coat of Portland cement mortar mixed in the proportion of one part fresh Portland cement of some approved brand to one part clean sharp sand; this coating to be of a thickness sufficient to cover the highest points of stone-work and be brought to true plane surfaces on top. To the remaining upper surface of the masonry, apply Portland cement concrete so as to form inclined planes having a grade of six inches east and west from line E. F.

This concrete is to be put down in two layers, the lower to be made in the proportion of one part Portland cement to two parts sand and two parts of broken stone not larger than one and one-fourth inches in diameter. The upper layer which shall be not less than 1/2 inch thick to be mixed in the proportion of one part Portland cement to one part sand. After concrete has become hard apply to the entire upper surface of masonry three coats of pure Portland cement wash put on in a careful manner, with brushes. The entire upper surface of masonry is then to be covered with two one-half inch layers of best rock asphalt mixed and applied with special reference to this class of work. Form valleys as per plan over asphalt surface with best coal-tar concrete. Remove the earth back of each abutment for a sufficient width and depth to permit laying of drains as indicated on plans. Plaster back of both abutments to grade line of sewer in a thorough manner with cement mortar mixed in proportions as before specified, also apply three coats of cement wash.

Lay 8" cast-iron pipe parallel with the back line of each abutment at a depth and grade as indicated by plan, the upper half of pipe to be perforated with 3/8" holes not less than one hole to every six square inches of outside surface of pipe. Connect valleys with these drains by 8" perforated cast-iron pipe, bell of pipe up and joints dry. Connect drains

with city sewers by 8" vitrified clay pipe as shown on plan.
Build two catch basins with proper iron covers as indicated on plans.
Fill excavations at back of abutments and between retaining walls with broken stone or screened gravel to surface of roadbed.

Leonard Clark, Esq. County Commissioner, being disqualified to act on account of residence, Benjamin F. Burr, Esq., Special Commissioner, was called in and acted in his stead.

W. H. Brainerd	}	County
J. M. Sickman		Commissioners.
B. F. Burr)	Special Commissioner

Decision certified to the parties and to the Board of Railroad Commissioners.

James R. Wells
elected
Register of Deeds

(December 5th, 1894.) The votes for Register of Deeds for the County of Hampden, being examined and counted, it appears that Theron M. Holcomb of Springfield, has seven hundred and twenty-one votes, that Michael L. O'Connor of Holyoke has seven thousand five hundred twenty-six votes and that James R. Wells of Springfield has eleven thousand five hundred and fifteen votes,- the said James R. Wells of Springfield having the higher number of votes is declared to be elected.

M. Wells Bridge
elected
County Treasurer.

(December 5th, 1894.) The votes for County Treasurer having been examined and counted on the same day, it appears that M. Wells Bridge of Springfield has nine thousand four hundred and eight votes, that William C. Marsh of Springfield has nine thousand two hundred and fifty-five votes, that Edward C. Stebbins of Springfield has seven hundred and four votes, that M. Wells Bridge has one hundred and eighty-nine votes, that William C. Marsh has one hundred and fifty-one votes, and that Edward C. Stebbins has five votes. The said M. Wells Bridge of Springfield has the higher number of votes and is declared to be elected.

Land Damages.

The following estate is allowed the sum set against its name for damages to lands taken for highways, amounting to the sum of one hundred dollars, and the same is ordered to be paid from the County Treasury. To Estate of George Williams on petition of Orlando Breckinridge.

Oct. Meeting, 1894.

Hampden, ss. December 5th, 1894.

Judgment is entered up according to reports &c., and all matters not acted upon are ordered to be continued, and this meeting is adjourned without day.

Attest:

Robert O. Morris

Clerk.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners, begun and holden at Springfield, on the twenty-sixth day of December, in the year of our Lord one thousand eight hundred and ninety-four,

Present, Leonard Clark, Esq. Chairman,	}	County
Wm. H. Brainerd, Esq.		
James M. Sickman, Esq.		Commissioners.

and by adjournment on the second, ninth, seventeenth, twenty-first and twenty-ninth days of January, on the fifth and twelfth days of February, on the fifth and twentieth days of March, and on the second day of April in the year of our Lord one thousand eight hundred and ninety-five.

Present, T. M. Brown, Esq., Chairman,	}	County
Wm. H. Brainerd, Esq.		
James M. Sickman, Esq.		Commissioners.

Timothy M. Brown of Springfield, having been declared by the Board of Examiners, elected County Commissioner for the term of three years, and having been duly sworn, appears on said second day of January, and the Board consisting of T. M. Brown, Wm. M. Brainerd, and James M. Sickman, Esquires, proceed to the choice of a Chairman. The whole number of votes cast is three, of which, Timothy M. Brown, Esq., has two, and is chosen chairman of the Board for the year ensuing.

E. A. Bishop and
others, Petrs. for
relocation of high-
way in Blandford.

To the Honorable Board of County Commissioners of Hampden County.

Gentlemen:

We, the undersigned citizens and tax payers of the town of Blandford hereby represent that the road leading from the Albany Turnpike past the estates of Edward Uhl needs changes in location. You will please view the same, and if in your judgment best, make the needed changes, and as in duty bound would ever pray.

Blandford, May 13th, 1893.

E. A. Bishop and others, Petrs.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the second Tuesday of April, in the year of our Lord one thousand eight hundred and ninety-three, and was continued from meeting to meeting, to this

17.
See Book of Plans-
Page 181.

meeting, and due proceedings having been had thereon, the County Commissioners file the following Location Report, to wit:

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, December 26, 1894.

On the Petition of E. A. Bishop and others, praying for a highway to be relocated in Blandford. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-eighth day of June, A. D. 1893, view said highway, and hear all parties interested and did adjudge that common convenience and necessity required that said highway should be relocated. And at the time of said view, after adjudicating as aforesaid, said Commissioners appointed the 12th day of November, 1894, as the time when they would proceed to relocate said highway, and gave due notice as the law directs. And now said Commissioners relocate said highway in the manner following: Beginning at a stone monument in the easterly line of the highway known as the "Gibbs Street Road," and thence running S. 85 degrees .07 minutes E. three hundred twenty-three and five tenths (323.5) feet to a stone monument; thence N. 74 degrees E. three hundred and seventy-one (371) feet to a stone monument in the southerly line of the Otis and North Blandford Road; the above described line being the Southerly side of a road fifty (50) feet in width. And the owners of the land, over which said highway is thus laid out, are allowed until the first day of April, next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, award no damages to be paid to any person or corporation, as in their opinion none are entitled to any in consequence of this relocation of highway. And it is ordered by said Commissioners that the inhabitants of said town of Blandford shall, on or before the first day of October, 1895, complete and finish the same, so that 14 feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. If practicable, the centre of the travelled part shall be the centre of the location. The form and manner of construction shall be as follows:- All obstructions shall be removed from every part of the same to the width aforesaid, and so crowned that the centre shall be six inches higher than the sides by a

circular curved surface; all small inequalities shall be reduced to a level, or a regularly inclined plane. Bridges shall be constructed of stone or brick; drains and sluices shall be of the same material and of sufficient capacity at all places necessary for conducting away the water. Swampy and soft bottoms shall be raised at least two feet; eight inches on the surface of the whole part to be travelled upon shall consist of gravel or other material which shall be permanently hard; and durable stone or iron monuments shall be placed at each end, and at each angle, in said described line. Where excavations are necessary the slope of the banks on the sides shall not exceed one foot perpendicular, to one and one-half feet horizontal. Railings shall be erected at all steep and dangerous places; and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

Leonard Clark	}	County
W. H. Brainerd		
J. M. Sickman		Commissioners.

Hampden, ss. County Commissioners' Meeting, Jan. 2nd, A.D. 1895.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Robert O. Morris, Clerk.

Selectmen of Agawam
Petrs. for new high-
way in Agawam.

To the Honorable Commissioners of Hampden County and Commonwealth
of Massachusetts.

29.
For Plan, See Book
of Plans Page 182.

The Selectmen of the town of Agawam respectfully represent that the road known as Silver Street, extending from the stage road from Agawam Centre to Feeding Hills, at the top of Factory Hill, and running in a westerly direction intersecting with Shoemaker Lane on the west has never been established. We, therefore, by vote of said town are instructed to petition your Honorable Board to locate the boundary lines of said highway and mark the same. We ask also, that a just share of the expense be assessed on the County of Hampden. Said road to be laid out fifty feet wide from intersection of stage road to William H. Porter's west boundary line on north side of said road, and thirty-two feet the remainder of the way.

James F. Barry	}	Selectmen
Willis C. Campbell		of
Albert H. Brown		Agawam.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the Fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-four, and was continued from meeting to meeting to this meeting, and due proceedings having been had thereon, the County Commissioners now file the following Location Report, to wit:

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, December 26th, 1894.

On the Petition of The Selectmen of Agawam, praying for a highway to be located in Agawam, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting the said County Commissioners did, on the ninth day of October, A.D. 1894 view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be located. And at the time of said view, no person interested objected. And now said Commissioners locate said highway in the manner following: Beginning at a stone post, on the highway leading from Agawam Centre to Feeding Hills, near the top of Factory Hill, thence Westerly on land of E. K. Bodurtha, Estate of W. A. Upton, --- Wilder, Estate of D. T. Rice, bearing South 67 degrees West 68 Rods 6 Feet to a stone post. Thence Westerly on land of Estate of D. T. Rice, S. S. Bodurtha, F. A. Bodurtha, South 81 1/2 degrees West 52 Rods, to a stone post on the West line of the Suffield road, thence South 81 1/2 degrees West on land of G. Crouse, E. A. Marsh, W. H. Porter, 57 rods 6 feet to a stone post. Thence North 88 1/2 degrees West on said Crouse's and Porter's 11 Rods 11 Feet to a stone post. Said line being 24 feet four inches, from the Southeast corner of W. H. Porter's House, and very near parallel thereto. Thence North 82 degrees West on said Porter's 31 Rods to a stone post. Said Road is laid out fifty feet wide to this point. Thence thirty-three feet wide. Thence North 89 degrees West on said Porter's and S. S. Bodurtha's, 52 Rods 4 Feet, to a stone post. Thence South 87 degrees West on said Bodurtha's and Porter's 24 Rods 11 Feet to a stone post. Thence South 82 degrees West on said Porter's and Bodurtha's 10 Rods 13 Feet, to a stone post. Thence South 78 degrees West 35 Rods 7 Feet, on S. S. Bodurtha, G. D. Fisk, C. L. Campbell's to a stone post. Thence South 71 degrees West on A. Shultz, R. Angus, C. L. Campbell's 64 Rods 2 Feet to a stone post. Thence South 51 degrees West on S. Slater, C. L. Campbell's 29 Rods 8 Feet to a stone post. Thence South 39 1/2 degrees West on S. Slater, F. S. Avery, S. Dunscomb's

62 Rods to a stone post. Thence South 32 degrees West on S. Dunscomb J. Digle, J. Kane, R. Sears' 73 Rods 12 Feet to a stone post. Thence South 34 degrees West on estate of W. H. Russell and E. L. Johnson 75 Rods to a stone post on the Shoemaker's Lane Road which is the end thereof. All the stone posts are set on the North line of said road, except one, is set to mark the beginning, of the 33 feet in width Section, on the South line. This highway is laid out under the provisions of law authorizing the assessment of betterments. And the owners of the land, over which said highway is thus laid out, are allowed until the first day of April, next, to remove therefrom their buildings, wood timber, or trees. And it is ordered by said Commissioners that the inhabitants of said town of Agawam, shall, on or before the first day of October, 1895, complete and finish the same, so that 14 feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. If practicable, the centre of the travelled part shall be the centre of the location. The form and manner of construction shall be as follows:- All obstructions shall be removed from every part of the same to the width aforesaid, and so crowned that the centre shall be six inches higher than the sides. Bridges shall be constructed of stone or brick; drains and sluices shall be of the same material and of sufficient capacity at all places necessary for conducting away the water, and durable stone or iron monuments shall be placed at each end, and near each angle, in said described line. Where excavations are necessary, the slope of the banks on the sides shall not exceed one foot perpendicular, to one and one-half feet horizontal. Railings shall be erected at all steep and dangerous places; and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

Leonard Clark	}	County
W. H. Brainerd		
J. M. Sickman		Commissioners.

Hampden, ss. County Commissioners' Meeting. January 2nd, A.D. 1894.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Robert O. Morris, Clerk.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Dec. 26th, 1894.

VOTED,

That William C. Marsh, County Treasurer, be authorized to borrow on the credit of the County, and in anticipation of the County Tax, a sum of money not exceeding FIFTEEN THOUSAND DOLLARS, (\$15,000.) and to make, execute and deliver note, or notes to that amount, payable on demand, to the order of such bank, Institution, Corporation, or Individual, as he, the said Marsh shall elect, and to pay interest or discount thereon at a rate not exceeding four per cent. per annum.

Leonard Clark	}	County
W. H. Brainerd		
J. M. Sickman.		Commissioners.

Dec. Meeting, 1894.

County Treasurer
authorized to bor-
row in anticipation
of County Tax.

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, Jan. 17th, 1895.

VOTED,

That M. WELLS BRIDGE, County Treasurer, be authorized to borrow on the credit of the County, and in anticipation of the County Tax, a sum of money not exceeding NINETY THOUSAND DOLLARS, (\$90,000) and to make, execute and deliver a note, or notes to that amount, payable during the month of November next, to the order of such Bank, Institution, Corporation, or Individual, as he, the said Bridge shall elect, and to pay interest or discount thereon at a rate not exceeding three per cent. per annum.

Timothy M. Brown,	}	County
J. M. Sickman		
W. H. Brainerd.		Commissioners.

County Treasurer
authorized to bor-
row in anticipa-
tion of the Coun-
ty Tax.

January 2nd, 1895. James R. Wells of Springfield, Register of Deeds, appears, and is sworn and gives bond for the faithful discharge of the duties of said office.

M. Wells Bridge of Springfield, County Treasurer, appears and is sworn and gives bond for the faithful discharge of the duties of said office.

James R. Wells,
Register of Deeds.

and

M. Wells Bridge,
County Treasurer
sworn in.

Bonds of
M. WELLS BRIDGE,
County Treasurer.

Know all Men by These Presents, that We, M. Wells Bridge of Springfield, Hampden County, Massachusetts, as Principal, and Daniel B. Wesson Robert O. Morris, and Wm. W. More, all of said Springfield, as sureties, are holden and firmly bound and obliged unto the County of Hampden aforesaid in the sum of Ten Thousand Dollars, to be paid to the said County of Hampden, to the payment whereof We bind ourselves, and our respective heirs, executors and administrators, firmly by these presents. Sealed with our seals and dated at Springfield, the tenth day of December, A.D. 1894.

The Condition of this Obligation is such, That whereas the said M. Wells Bridge has been legally chosen Treasurer of the said County of Hampden for the term of three years,- Now if the said M. Wells Bridge shall faithfully discharge that trust during the whole term for which he is chosen as aforesaid, and until some other person shall be chosen and qualified in his place, then the said Obligation shall be void, otherwise to remain in full force.

Executed in presence of

Christine Law to M.W.B.

M. Wells Bridge and Seal.

John R. Buchanan

Daniel B. Wesson and Seal.

Laura B. Clemons

Robert O. Morris and Seal.

Luther J. Smith

Wm. W. More and Seal.

Know all men by These Presents, That We, M. Wells Bridge of Springfield Hampden County, Massachusetts, as principal, and Daniel B. Wesson, J.S. Sanderson and Diodate L. Swan, all of said Springfield, as sureties, are holden and firmly bound and obliged unto the County of Hampden aforesaid in the sum of Ten Thousand Dollars, to be paid to the said County of Hampden, to the payment whereof We bind ourselves, and our respective heirs, executors and administrators, firmly by these presents. Sealed with our seals and dated at Springfield, the tenth day of December, A.D. 1894.

The Condition of this Obligation is such, That Whereas the said M. Wells Bridge has been legally chosen Treasurer of the said County of Hampden for the term of three years. Now, if the said M. Wells Bridge shall faithfully discharge that trust during the whole term for which he is chosen as aforesaid, and until some other person shall be chosen and qualified in his place, then the said Obligation shall be void, otherwise to remain in full force.

Executed in presence of

Christine Law to M.W.B.

M. Wells Bridge and Seal.

John R. Buchanan

Daniel B. Wesson and Seal.

C. L. Houghton

J. S. Sanderson and Seal.

L. A. Ball

Diodate L. Swan and Seal.

Know all Men by These Presents, That We, M. Wells Bridge of Springfield, Hampden County, Massachusetts, as principal, and Daniel B. Wesson Samuel B. Spooner and Edward P. Chapin, all of said Springfield, as sureties, are holden and firmly bound and obliged unto the County of Hampden aforesaid in the sum of Ten Thousand Dollars, to be paid to the said County of Hampden, to the payment whereof We bind ourselves, and our respective heirs, executors and administrators, firmly by these presents. Sealed with our seals and dated at Springfield, the tenth day of December, A. D. 1894.

The Condition of this Obligation is such, That whereas the said M. Wells Bridge has been legally chosen Treasurer of the said County of Hampden for the term of three years. Now, if the said M. Wells Bridge shall faithfully discharge that trust during the whole term for which he is chosen as aforesaid, and until some other person shall be chosen and qualified in his place, then the said Obligation shall be void, otherwise to remain in full force.

Executed in presence of

Christine Law to M.W.B.

M. Wells Bridge and Seal.

John R. Buchanan

Daniel B. Wesson and Seal.

Estella M. Lapham

Samuel B. Spooner and Seal.

Howard C. Cornwell

Edward P. Chapin and Seal.

Know All Men by These Presents, That We, M. Wells Bridge of Springfield Hampden County, Massachusetts, as principal, and Daniel B. Wesson, Samuel B. Spooner and Edward P. Chapin, all of said Springfield, as sureties, are holden and firmly bound and obliged unto the County of Hampden aforesaid in the sum of Ten Thousand Dollars, to be paid to the said County of Hampden, to the payment whereof We bind ourselves, and our respective heirs, executors and administrators, firmly by these presents. Sealed with our seals and dated at Springfield, the tenth day of December, A. D. 1894.

The Condition of this Obligation is such, That whereas the said M. Wells Bridge has been legally chosen Treasurer of the said County of Hampden for the term of three years.- Now, if the said M. Wells Bridge shall faithfully discharge that trust during the whole term for which he is chosen as aforesaid, and until some other person shall be

chosen and qualified in his place, then the said Obligation shall be void, otherwise to remain in full force.

Executed in presence of

Christine Law to M.W.B.

M. Wells Bridge and Seal.

John R. Buchanan

Daniel B. Wesson and Seal.

Estella M. Lapham

Samuel B. Spooner and Seal.

Howard C. Cornwell

Edward P. Chapin and Seal.

Bond of

James R. Wells,

Register of Deeds.

Know all Men by These Presents, That I, James R. Wells, as Principal, and we, Stephen E. Seymour, Wm. H. McKnight, C. C. Spellman and O. M. Baker, all of Springfield, Hampden County, Massachusetts, are holden and firmly bound and obliged unto the County of Hampden, Massachusetts, in the sum of Two Thousand Dollars, to be paid to the said County of Hampden, to the payment of which we do bind ourselves, our Heirs, Executors, and Administrators, firmly, by these presents. Sealed with our seals and dated this second day of January, A. D. 1895.

The Condition of this Obligation is such, that Whereas, the said James R. Wells has been legally chosen by the people of said County of Hampden, Register of Deeds, for the term of three years from the first Wednesday of January, A. D. 1895, and legally qualified therefor,- Now if the said James R. Wells, shall faithfully discharge the duties of said office during the term for which he is chosen and qualified as aforesaid, and until some other person shall be chosen and qualified in his stead, then the above Obligation shall be void; otherwise, to remain in full force and virtue.

Signed, sealed and delivered
in presence of

Lydia M. Tanner by

J.R.W. and W.H.McK.

James R. Wells and Seal.

Stephen E. Seymour and Seal.

William H. McKnight and seal.

Chas. C. Spellman and Seal.

O. M. Baker and Seal.

A. H. Sherwin to C.C.S.

H. C. Rowley

Sheep Damages.

\$289.28

The sum of two hundred and eighty-nine dollars and twenty-eight cents, is allowed for damages and other expenses incurred under the statutes relative to Dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Dec. Meeting, 1894.

Apportionment of

Dog Tax.

The County Commissioners having apportioned the moneys received under the statutes relative to dogs, not otherwise expended, order that the same amounting to the sum of nine thousand four hundred and sixty-seven dollars and ninety-two cents, (\$9,467.92) be paid to the treasurers of the several cities and towns of the County, in the proportions following, viz:

To the Treasurer of Agawam,	\$ 285.89
To the Treasurer of Blandford,	122.60
To the Treasurer of Brimfield,	148.10
To the Treasurer of Chester,	168.52
To the Treasurer of Chicopee,	683.50
To the Treasurer of Granville,	151.90
To the Treasurer of Hampden,	135.07
To the Treasurer of Holland,	30.37
To the Treasurer of Holyoke,	1,869.31
To the Treasurer of Longmeadow,	221.32
To the Treasurer of Ludlow,	208.85
To the Treasurer of Monson,	406.30
To the Treasurer of Montgomery,	35.25
To the Treasurer of Palmer,	499.60
To the Treasurer of Russell,	90.60
To the Treasurer of Southwick,	120.45
To the Treasurer of Springfield,	2,840.00
To the Treasurer of Tolland,	55.35
To the Treasurer of Wales,	72.69
To the Treasurer of Westfield,	765.95
To the Treasurer of West Springfield,	434.00
To the Treasurer of Wilbraham,	122.30
	<hr/>
	\$ 9,467.92

Estimated expenses of the County of Hampden, for the year 1895, with the amount necessary to be raised by Tax.

County Estimate.

For payment of Jurors,	\$ 13,500.00
For Service of venires,	400.00
For officers of courts and meals of jurors,	3,000.00
For salaries and expenses of County and Special Commrs.	2,600.00
For salaries of Sheriff and Treasurer,	3,000.00
For Stenographer,	1,000.00
	<hr/>
	\$ 23,500.00

For Land Damages,	500.00
For publication of commissioners' notices,	200.00
For surveys of highways,	1,000.00
For construction of highways,	5,000.00
For medical examiners,	1,500.00
For salaries of Messenger and Engineer- Court House,	2,000.00
For Clerk's assistants,-Court House,	2,000.00
For record books and stationery,	1,500.00
For indexing,	1,000.00
For Law Library,	1,500.00
For Repairs, Court House,	4,000.00
For fuel and lights, Court House,	1,400.00
For Clerk of Courts,	3,500.00
For Miscellaneous Expenses,	1,000.00
For Interest on County Notes,	15,000.00
For Auditors, Masters and Referees,	1,000.00
For insane cases,	1,500.00
For truant school, less receipts,	5,000.00
For salaries of officers of Police and District Courts,	12,000.00
For Police Court Supplies,	1,500.00
For Probation Officers,	3,200.00
At Jail and House of Correction.	
For Provisions,	7,500.00
For clothing,	1,500.00
For fuel and lights,	4,000.00
For Beds and Bedding,	400.00
For salaries of officers	6,500.00
For board of officers and employees,	1,200.00
For additions and repairs,	2,000.00
For instruction,	300.00
For furniture and utensils,	300.00
For miscellaneous,	1,000.00
For Water Rents,	600.00
For medicine and medical attendance,	1,000.00
Toward payment of County debt,	<u>35,000.00</u>
Total estimate,	\$ 150,100.00
Deduct estimated receipts,	<u>15,100.00</u>
Amount called for by Tax,	\$ 135,000.00

Dec. Meeting, 1894.

Timothy M. Brown
J. M. Sickman
W. H. Brainerd

} County
Commissioners.

Hampden, ss. April 2nd, 1895.

Judgment is entered up according to reports &c., and all matters not acted upon are ordered to be continued, and this meeting is adjourned without day.

Attest:

Robert O. Morris

Clerk.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the Commissioners, begun and holden at Springfield within and for the County of Hampden, on the Second Tuesday of April, being the ninth day of said month, and by adjournment on the twenty-third day of said month, on the second, seventh, eleventh and twenty-first days of May, and on the fifth day of June, in the year of our Lord one thousand eight hundred and ninety-five.

Present, Timothy M. Brown, Esq. Chairman	}	County Commissioners.
Wm. H. Brainerd, "		
James M. Sickman, "		

Mary A. Johnson,
(Petr. for a Jury.)
vs.

Commonwealth of Massachusetts.

To the Honorable the Board of County Commissioners for the County of Hampden.

County Commissioners.

6.

Respectfully represents and complains Mary A. Johnson of Westfield in said County that she is the owner in fee of certain land in said Westfield lying on the East side of Elm street and being the Homestead now and for many years occupied by her, that said Commissioners have within the year last past taken for the purposes of a highway, and the alteration thereof and the widening and straightening of the same a portion of her said land, to wit the portion abutting on said Elm street, and have awarded to her damages therefor, that she is aggrieved by the doings of said Commissioners, in the estimation of her damages occasioned thereby and hereby makes application for a jury to determine the matter of her complaint.

Mary A. Johnson

By Homer B. Stevens her attorney.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the Fourth Tuesday of June, in the year of our Lord one thousand eight hundred and eighty-nine, when the petitioner appeared by her attorney, Homer B. Stevens. And this petition was continued from meeting to meeting to this meeting and now it is ordered that said petition be dismissed without costs.

To the County Commissioners of the County of Hampden:-

Respectfully represent the undersigned, inhabitants of the City of Springfield in said County, that the location of the Highway known as Plainfield Street between Wason Street in said Springfield and the point of its intersection with the Main road between Chicopee and Springfield, in the town of Chicopee in said County, is uncertain in several places and generally needs revision and that a portion of said Plainfield Street has been washed away by the Connecticut River.

Wherefore we pray your Honorable Board to view said Highway and locate it anew, making such alterations in its course and width as may be deemed best.

Mass. July 23, 1889.

George M. Atwater and others.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the Fourth Tuesday of June, in the year of our Lord one thousand eight hundred and eighty-nine, when the Commissioners appointed a place and time for a view of the premises and a hearing, and directed notice of the same to be given. And this petition was continued to the meeting of said Commissioners holden on the First Tuesday of October, in the year last aforesaid, when it was adjudged that common convenience and necessity required that the prayer of the petition be granted. And the Commissioners appointed a place and time for the purpose of locating said highway anew, and directed notice of the same to be given. And this petition was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed without costs, the subject matter of this petition having been acted on, on a like petition.

Geo.M.Atwater et al.
(Petr. for alteration
of highway in Springfield.)

7.

To the Honorable the County Commissioners in and for the County of Hampden:-

Respectfully represent Eliza W. Breckenridge and Julia C. Smith, both of Palmer, in said County, Marcus Smith of Franklinville, Cattaraugus County, and State of New York, Alfred Smith of Racine, Racine County and State of Wisconsin, Alice H. Colvin of Troy, Rensselaer County and State of New York, Mary E. Hastings of Winchester, Litchfield County and State of Connecticut, Mary E. DeWitt of Chicago, Cook County and State of Illinois, William H. W. Betts of Brunswick, in said County of Rensselaer, a

Eliza W.Breckenridge
et als.,(Petr. for
Estimate of Damages.)

vs.

Central Mass.R.R.Co.

11.

minor under the age of twenty-one years who brings this petition by William A. Breckenridge, his guardian and next friend, Mary E. Wilder of Chicopee, in said County of Hampden, a minor under the age of twenty-one years who brings this petition by Pascal J. Newell, her guardian and next friend, Edward L. Wilder of Hoosick, in said County of Rensselaer, a minor under the age of twenty-one years, who brings this petition by C. Elizabeth Wilder her guardian and next friend, William A. Breckenridge and Julia A. Upham, both of said Palmer that within three years previous to the filing of this petition, to wit, on the thirty-first day of March, A. D. 1887, the Central Massachusetts Railroad Company, a corporation duly organized under the laws of this Commonwealth, took for the purpose of laying out, making and maintaining its road, a certain tract of land five rods wide situate in said Palmer and extending along the northwest--erly line of land of the Ware River Railroad Company, between line of land now or late of John and Charles D. Fuller on the northeast and line of land of Austin R. Smith on the southwest, as shown by the location of said road filed with your honorable board pursuant to the requirements of law, and thereafter said Central Massachusetts Railroad Company laid out and made, and has since maintained its road through and over said tract, thereby occasioning a great amount of damage to the owner of said land and the land adjoining the same, that Eli Smith was the owner of said land at the date of said taking, and continued to own the same until March second, A. D. 1889, that on said last named date said Eli Smith died intestate leaving as his only heirs at law all of your petitioners excepting said William A. Breckenridge and Julia A. Upham, that said heirs at law have, since the death of said Eli Smith, conveyed their interest in said described tract and lands adjoining the same to said Julia A. Upham, the present owner thereof, reserving their claim for damages against said Central Massachusetts Railroad Company for taking said land and laying out, making and maintaining its said road as aforesaid, and the said William A. Breckenridge is the administrator of the estate of said Eli Smith.

Wherefore your petitioners pray that after due notice to said Central Massachusetts Railroad Company of this petition and a hearing thereon you will estimate the damages occasioned the petitioners, or any of them, by the taking of said land by said Central Massachusetts Railroad Company and by laying out, making and maintaining its road through and over the same, make such orders as you may judge reasonable with regard to cross-

ings, culverts, gates, bars and other structures on the land so taken, and make such other orders and decrees in the premises as to law and justice may appertain. And further that you will require said Central Massachusetts Railroad Company to give security to your satisfaction for the payment of all damages and costs which may be awarded by your honorable board, or by a jury, for the land so taken and the damages thereby occasioned.

March 25, 1890.

By their Attorney, C. L. Gardner.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the Fourth Tuesday of December, in the year of our Lord one thousand eight hundred and eighty-nine. And this petition was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed, without costs.

To the Honorable Board of County Commissioners for the County of Hampden: Selectmen of Tolland
We, the undersigned, being legal voters and tax payers in the Towns of et als., (Petr. for
Tolland and Granville within said County of Hampden, respectfully represent alteration of highway
that the road leading from West Granville to East Otis beginning at in Tolland and Gran-
the cross roads near the Gibbs place in said Granville running to Tolland ville.)
line is in a bad and dangerous state for public travel. Your petition- 13.
ers ask you to view this road and make such order for repairs as you
shall deem necessary. Your petitioners further represent that on the
road leading from West Granville to Tolland that the hill west from Cy-
rus Ives' house in said Granville is too steep a grade for loaded teams.
We your petitioners pray your Honorable Board to change the location of
said road and discontinue any part of the present road as may not be
needful for public use. And your petitioners also further represent,
that on the road leading from East Granville to West Granville beginning
at the Potash Brook so-called, on the west mountain, the road is heavy
grade, ledgy, crooked, and a very bad winter road. We, your petition-
ers pray your Honors to change the location of this road beginning at
the Brook before mentioned running north of the present road, crossing
the north lane road and come onto the present road west of the south lane
road. That your Honorable Body will view said roads at your earliest
convenience and make such orders as the public good requires. Your

humble petitioners as in duty bound will ever pray.

Sept. 26th, 1890.

W. F. Hale, } Selectmen of Tolland
S. C. Tiffany. } and others.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the First Tuesday of October, in the year of our Lord one thousand eight hundred and ninety, and was continued from meeting to meeting to the meeting of said Commissioners holden on the Fourth Tuesday of June in the year of our Lord one thousand eight hundred and ninety-one, when the Commissioners appointed a place and time for a view of the premises and a hearing, and directed notice of the same to be given, and this petition was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed without costs.

Inhabitants of Westfield, (Petr. for allowance of Petition of Crane Bros. to construct private railroad across Squawfield Road.)

14.

To the County Commissioners of Hampden County:-

Your petitioners, citizens and residents of Westfield in said county, respectfully request your honorable Board to grant to James A. Crane and Robert B. Crane, of said Westfield permission and authority to lay, construct, maintain and operate a railroad or tramway, to be operated by animal, steam or electric power, and to be used solely for transport and transfer of freight and goods across Squawfield Street so-called and across South Maple Street so-called highways in said Westfield and to determine the manner in which such railroad or tramway shall cross said highways and the location and grade of such railroad or tramway within said highways.

Dated October 5th, 1891.

Robert B. Crane and others.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the First Tuesday of October in the year of our Lord one thousand eight hundred and ninety-one, and was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed, without costs.

To the County Commissioners of the County of Hampden:-
 Respectfully represent the undersigned legal voters of the Towns of Palmer, Wilbraham and Monson, that the highway leading from Shearer's Corner, so-called, in said Palmer by the house of Mary A. and John S. Holden and across the Quabog River to the Town of Wilbraham is hilly, circuitous and out of repair and that the common convenience and necessity requires that a new highway should be laid out from said Shearer's Corner to a point at or near the house of George W. Ely, or that the present highway should be altered and specifically repaired. Wherefore we pray your honorable Board after due notice to view the premises and to lay out said new highway or order the present highway to be altered and specifically repaired and for such further orders and decrees in the premises as to law and justice appertain.

Palmer, Mass., March 18th, 1893.

E. H. Truesdell and others, Petrs.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the Fourth Tuesday of December, in the year of our Lord one thousand eight hundred and ninety-two, and was continued to the meeting of said Commissioners holden on the Second Tuesday of April, in the year of our Lord one thousand eight hundred and ninety-three, when the Commissioners appointed a place and time for a view of the premises and a hearing, and directed notice of the same to be given, and said petition was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed, without costs, repairs satisfactory to the petitioners having been made.

E.H. Truesdell et al.
 Petrs. for new highway
 or specific repairs of
 highway in Palmer.

15.

To the County Commissioners of the County of Hampden:-
 Respectfully represent your petitioners that the public convenience and necessity require that the County highway leading from Ball's Corner so-called in Holyoke to Dwight Street (said highway being known as Northampton Street) should be widened so as to make the entire width eighty feet and provided your honorable board will make said Street of such width we agree that such portions of our land as now abuts upon said road may be taken for a width of fifteen feet and three inches and we agree hereby to make no claim for damages for such land so taken.

Holyoke, November 30th, 1892.

James H. Newton and others.

James H. Newton et al.
 Petrs. for widening
 Northampton St. in
 Holyoke

16.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the Second Tuesday of April in the year of our Lord one thousand eight hundred and ninety-three, and was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed, without costs, the subject matter of this petition having been acted on, on another petition.

H.Loomis et als.

Petrs. for alteration
of Riverdale St. in
West Springfield.

22.

For Plans - See Book
#1
of Plans/Pages 187
to 194.

To the County Commissioners of the County of Hampden:-

The undersigned respectfully represent that the highway situated in the town of West Springfield and known as Riverdale Street from its intersection with Park Street in said town northerly to the line between the City of Holyoke and the aforesaid town is in many places narrow and crooked and its bounds obscure and in many portions undefined, wherefore your petitioners request your honorable board to view the premises and widen, straighten or new locate said road and make such alterations and improvements as shall appear to your honors necessary.

H. Loomis and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County on the Fourth Tuesday of December, in the year of our Lord one thousand eight hundred and ninety-four, and was continued to this meeting and due proceedings having been had thereon, the County Commissioners filed the following location report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, May 11th, 1895.

On the Petition of H. Loomis and others, praying that the highway in the town of West Springfield known as Riverdale Street be widened, straightened or new located and such alterations and improvements be made as shall appear necessary from the intersection of Park Street to the Holyoke line. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twentieth day of March A. D. 1895, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be widened, straightened and new located in some portions thereof and after adjudicating as aforesaid, said Commissioners appointed the twenty-third day of April 1895, and by adjournment May eleventh 1895, as the times

when they would proceed to widen, straighten and new locate said highway, and gave due notice as the law directs.

And now said Commissioners widen, straighten and new locate said highway in the manner following:-

- Description of new location of Riverdale Street from Holyoke line southerly to the intersection of Park Street near the North End Bridge. -

Commencing at a stone monument on the East side of Riverdale Street and on the line between Holyoke and West Springfield; thence S. $14^{\circ} 36' 30''$ W. four hundred forty-seven and eighty-five hundredths (447.85) feet to a stone monument in front of Samuel Street's house; thence S. $12^{\circ} 56' 30''$ W. five hundred one and twenty-four hundredths (501.24) feet to a stone monument near the Northwest corner of Rose Jepson's house; thence S. $4^{\circ} 31' 30''$ W. one thousand thirty-five and sixty hundredths (1035.60) feet to a stone monument on land of J. J. Shinquin. Up to this point the street is sixty-six (66) feet wide, the opposite side being parallel to the described line and the angles bisected, this point being called "A" on the plan; thence on a curved line to the left, radius one thousand nine hundred and seventy-six and ninety-eight hundredths (1976.98) feet, intersection angle $18^{\circ} 37' 30''$, six hundred forty-two and forty hundredths (642.40) feet to a stone monument on land of C. M. Sheldon; thence S. $13^{\circ} 44'$ E. seven hundred ninety-eight and twenty hundredths (798.20) feet to a stone monument on land of Hannah Day; thence on a curved line to the right, radius one thousand seventy and ninety-nine hundredths (1070.99) feet, intersection angle $27^{\circ} 16' 30''$, five hundred nine and seventy hundredths (509.70) feet to a stone monument on land of L. F. Dickenson; thence S. $13^{\circ} 32' 30''$ W. nine hundred seventy-nine and sixty-four hundredths (979.64) feet to a stone monument on land of A. A. Allen; thence on a curved line to the left, radius nine hundred fifty-one and thirty-two hundredths (951.32) feet, intersection angle $22^{\circ} 09'$, three hundred sixty-seven and eighty-nine hundredths (367.89) feet to a stone monument; thence S. $8^{\circ} 36' 30''$ E. six hundred twenty-five and sixteen hundredths (625.16) feet to a stone monument on land of Miss Carrie Smith; this point being called "B" on the plan. Returning to the point "A" and running N. $85^{\circ} 28' 30''$ W. sixty-six (66) feet to the opposite side of the street; thence S. $4^{\circ} 31' 30''$ W. sixty-eight and twenty-eight hundredths (68.28) feet to a stone monument a few feet S. of the S. line of Prospect Ave. on land of M. L. Brown; thence by a curved line to the left, radius one thousand and nine hundred eighty-nine and nine hundredths (1989.09) feet intersection angle $17^{\circ} 10'$, five hundred ninety-

six and six hundredths (596.06) feet to a stone monument on land of M. L. Brown; thence S. $12^{\circ} 38' 30''$ E. one hundred eighty-six and ninety-five hundredths (186.95) feet to a stone monument on the division line between Frank Menard and C. M. Sheldon; thence S. $15^{\circ} 12' 30''$ E. three hundred fifty-one (351) feet to a stone monument in front of the house of R. M. Ferguson; thence S. $13^{\circ} 42' 30''$ E. two hundred ninety-seven and thirty-four hundredths (297.34) feet to a stone monument on land of Hannah Day; thence by a curved line to the right, radius nine hundred ninety-six and eighty-six hundredths (996.86) feet intersection angle $26^{\circ} 54'$ four hundred sixty-eight (468) feet to a stone monument on land of Samuel Smith; from "A" up to this point the two sides are not parallel nor equidistant; thence S. $13^{\circ} 32' 30''$ W. nine hundred fifty and forty-one hundredths (950.41) feet to a stone monument on land of A. A. Allen; this course is parallel to the opposite side and seventy (70) feet distant; thence on a curved line to the left, radius nine hundred fifty-one and sixty-three hundredths (951.63) feet intersection angle $22^{\circ} 09'$, three hundred sixty-seven and seventy-seven hundredths (367.77) feet to a stone monument on land of A. A. Allen; this is a convergent curve to the opposite side; thence S. $8^{\circ} 36' 30''$ E. six hundred twenty-seven and eighty-nine hundredths (627.89) feet to a stone monument on land of Mrs. E. J. Nichols; this stone being opposite the bisected angle "B"; this last course is parallel to and sixty-six (66) feet distant from the opposite side; thence crossing the street to the angle "B" previously mentioned, and continuing on the E. side of the street S. $13^{\circ} 51' 30''$ E. six hundred seventy-one (671) feet to a stone monument on land of W. H. Richardson; thence S. $6^{\circ} 29' 30''$ E. three hundred thirty-two and sixteen hundredths (332.16) feet to a stone monument in the southerly side of the road to Chicopee (said stone monument being in said Road, but not on line thereof); thence S. $2^{\circ} 37' 30''$ E. two hundred ninety-three (293) feet to a stone monument on land of Mrs. F. M. Smith; thence S. $7^{\circ} 15'$ E. two thousand seventy-three and eight hundredths (2073.08) feet to a point called "C"; on the last four courses the street is sixty-six (66) feet wide, the opposite line being parallel to the described line and angles bisected; thence continuing on this same course S. $7^{\circ} 15'$ E. one hundred ninety-five and fifty-eight hundredths (195.58) feet to a stone monument at the entrance of the road to Chicopee; thence S. $12^{\circ} 24'$ W. to a point called "D", and continuing from "D" S. $12^{\circ} 24'$ six hundred fifty and three hundredths (650.03) feet to a stone monument on land of Mrs. R. A. Bagg; thence S.

$14^{\circ} 24'$ W. one thousand six hundred forty-two and seventy-two hundredths (1642.72) feet to a stone monument on land of J. B. Norris, and on the last two courses the other side of the street is eighty (80) feet distant and parallel to the line described; thence S. $23^{\circ} 57'$ W. six hundred ten and fifty-seven hundredths (610.57) feet to a stone monument; thence on a curved line to the left, radius one thousand two and thirty-six hundredths (1002.36) feet, intersection angle $22^{\circ} 36'$, three hundred eighty-eight and ninety-eight hundredths (388.98) feet to a stone monument on land of D. G. White; thence S. $1^{\circ} 14' 30''$ W. six hundred twenty and twenty-one hundredths (620.21) feet to a stone monument; thence S. $14^{\circ} 45'$ W. four hundred fifty-five and fifty-eight hundredths (455.58) feet to a stone monument on land of Ethan Brooks; thence S. $24^{\circ} 54'$ W. nine hundred thirteen and thirty-six hundredths (913.36) feet to a stone monument on land of Ethan Brooks, being called "E", then returning to the point "C" and crossing the street on a bearing S. $82^{\circ} 45'$ W. to a stone monument; thence S. $4^{\circ} 10'$ W. three hundred thirty-two and eighty-four hundredths (332.84) feet to a stone monument opposite "D"; thence S. $12^{\circ} 24'$ W. six hundred forty-eight and twenty-seven hundredths (648.27) feet to a stone monument on land of Joseph L. Bagg; thence S. $14^{\circ} 24'$ W. one thousand six hundred seventy and twenty-six hundredths (1670.26) feet to a stone monument in the northern driveway of W. W. Amidon; (on the last two courses the street is eighty (80) feet wide and the sides parallel;) thence S. $23^{\circ} 57'$ W. five hundred sixty-one and eighty-two hundredths (561.82) feet to a stone monument on land of Joseph Morgan; on this course the sides of the street are parallel and seventy-four (74) feet distant; thence on a curved line to the left, radius one thousand one hundred thirty-one (1131) feet intersection angle $23^{\circ} 12'$, four hundred fifty-seven and ninety-six hundredths (457.96) feet to a stone monument in front of D. G. White's house; thence S. $0^{\circ} 45'$ W. six hundred twenty-eight and fifty-seven hundredths (628.57) feet to a stone monument on the last curve and course the sides are not parallel; thence S. $14^{\circ} 45'$ W. four hundred sixty-five and thirty-four hundredths (465.34) feet to an angle in front of school-house lot; on this course the sides are parallel and seventy-one (71) feet distant; thence S. $24^{\circ} 54'$ W. eight hundred seventy-nine and twenty-one hundredths (879.21) feet to a stone monument opposite the point "E"; on this course the sides are parallel and sixty-six (66) feet distant; thence crossing the street to a point "E" and continuing on a curved line to the left, radius eight hundred seventy-nine (879) feet intersection angle $12^{\circ} 50'$, one hundred ninety-six

and eighty-seven hundredths (196.87) feet to a stone monument a little to the S. of Ethan Brook's old house; thence S. $12^{\circ} 4' W.$ six hundred ten and fifty-eight hundredths (610.58) feet to a stone monument on Herbert N. Ashley's land near the North end thereof; thence in a curved line to the right radius four thousand two hundred forty-three (4243) feet intersection angle $4^{\circ} 09'$, three hundred seven and twenty-eight hundredths (307.28) feet to a stone monument on land of Herbert N. Ashley; thence S. $16^{\circ} 13' W.$ four hundred twenty and seventy hundredths (420.70) feet to a stone monument on land of Mrs. J. D. Eldridge; thence S. $11^{\circ} 29' W.$ four hundred twenty-four and thirty-five hundredths (424.35) feet to a stone monument on land of Frank Eldridge; thence on a curved line to the left, radius two hundred seventy-nine (279) feet intersection angle $71^{\circ} 46'$, four hundred thirty-seven (437) feet to a stone monument just easterly of the culvert on Harrison Loomis' land, this point being called "F"; from "E" to "F" the sides of the street are parallel and sixty-six (66) feet distant; thence S. $60^{\circ} 20' E.$ three hundred twenty-nine and twenty hundredths (329.20) feet to a stone monument near the old drinking fountain, the point being called "G". Returning to the point "F" and crossing the street on the radial line sixty-six (66) feet; thence S. $60^{\circ} 20' E.$ three hundred sixteen and seventy-seven hundredths (316.77) feet to a stone monument in front of the house on Estate of D. Lyon; thence on a curve to the right, radius forty (40) feet intersection angle $64^{\circ} 27'$, forty-four (44) feet to a stone monument; this being the end of the location, on the West side of Elm Street.

Then returning to the point "G" S. $47^{\circ} 30' E.$ one hundred twenty-two and eighty-three hundredths (122.83) feet to a stone monument; thence in a curved line to the left radius four hundred forty-eight and five tenths (448.5) feet intersection angle $22^{\circ} 46'$, one hundred seventy-eight and twenty-one hundredths (178.21) feet to a stone monument in front of the cider mill; thence S. $70^{\circ} 16' E.$ two hundred fifty-three and nine hundredths (253.09) feet to a stone monument near the north line of G. Harrington's land; thence on a curved line to the right radius eight hundred (800) feet intersection angle $47^{\circ} 20'$, six hundred sixty and eighty-nine (660.89) feet to a stone monument; this point being called "H"; from "G" to "H" the opposite or westerly side of the street East of Elm Street is parallel to and fifty (50) feet distant from the line described; thence continuing S. $22^{\circ} 56' E.$ seventy-five (75) feet to a stone monument at south line of land of H. Loomis; thence N. $67^{\circ} 04' E.$ to low wat-

er mark in the Connecticut River.

Returning to the point "H" and crossing the street on the radial line fifty (50) feet; and continuing the location on the W. side of the street S. $22^{\circ} 56'$ E. one thousand eighty-six and fifty-five hundredths (1086.55) feet to a stone monument on land of Judson Strong Jr. thence S. $19^{\circ} 49'$ one thousand one hundred thirty-three and ninety-four hundredths (1133.94) feet to a stone monument on land of Mrs. E. P. Bartholomew, near the N. line thereof and thence S. $22^{\circ} 40'$ E. three hundred seven and forty-six hundredths (307.46) feet to a stone monument; thence S. $24^{\circ} 51'$ E. two hundred forty-one and thirteen hundredths (241.13) feet to a stone monument; on the last four courses the road extends from the line described to low water mark in the Connecticut River and as far south as the west abutment of the North End Bridge; thence (on west side) on a curved line to the right, radius seventy-one and eighty hundredths (71.80) feet intersection angle $41^{\circ} 26'$, fifty-one and ninety-one hundredths (51.91) feet to a stone monument; thence S. $16^{\circ} 35'$ W. thirty-five and eighty-five hundredths (35.85) feet to a stone monument in the North line of Park Street.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of July next, to remove therefrom their buildings, wood, timber or trees.

Said Commissioners order that the following trees be removed.

West side, on Estate of D. Lyon, two Cedar trees in front and two fruit trees; East side, on land of C. E. White, one Maple tree in front of his house and the Elm next North; East side, on land of Mrs. J. D. Eldridge, the small Elms to be removed to New Tree Belt; West side, on land of Ethan Brooks, two Elms one each side of Road leading West; West side, on School Lot, the tree at Southeast Corner of Lot; East side, on land of J. B. Norris, one Maple and one Butternut; East side, on land of W. H. Pierce, two Maples at Swing, and all Fruit trees within new location; East side, on land of A. H. Smith, two Maples and one Horse-chestnut; East side, on land of S. D. Smith, the tree at Southwest Corner of Lot; East side, on land of A. A. Allyn, first large Maple tree North of Old House; East side, on land of L. F. Dickinson, Pear tree in front of House; East side, on land of Hannah Day, two Apple trees and two more if necessary; East side, on land of J. J. Shinquin, two small Maples; West side, on land of J. & J. A. Day, one large tree.

Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by

reason of laying out said highway, have estimated the same as follows, to wit:-

Name of Abutter.	Amount.	Name of Abutter.	Amount.
Mrs. E. P. Bartholomew	\$ 350.	Joseph L. Bagg	\$ 27.
Est. of Edward Southworth	30.	Est. Harvey D. Bagg	140.
Helen Allen	20.	Wm. Bagg	5.
William Fox	5.	J. S. McElwain	175.
Judson Strong, Jr.	None	Charles Rainault	100.
H. W. Loomis	None	J. M. & A. H. Smith	10.
Mrs. E. B. C. Lathrop	15.	A. H. Smith	800.
Est. of J. G. Champion	5.	Mrs. A. L. Hayes	800.
J. N. Bagg	40.	Mrs. F. M. Smith	25.
First Parish	None	W. H. Richardson	500.
Caroline Rochon	50.	Edson Clark	10.
Mrs. F. H. White	25.	S. D. Smith	300.
Est. of Dennis Lyons	1000.	Mrs. E. J. Nichols	34.
C. E. White	None	Miss Carrie Smith	300.
S. F. Breckenridge	100.	Albert A. Allyn	400.
Frank C. Eldridge	100.	William Kingsley	30.
Mrs. J. D. Eldridge	20.	Linus F. Dickinson	800.
Est. of Ralph M. Bagg	2.	Samuel Smith	10.
Est. of D. D. Hubbard	9.	Est. of Hannah Day	300.
Mrs. Ebenezer Bagg	None	C. M. Sheldon	350.
Herbert M. Ashley	9.	M. L. Brown	None
Mrs. J. H. Cook	5.	James Kennedy	None
E. A. Bliss	10.	J. J. Shinquin	30.
Charles Bliss	6.	Frank M. Spooner	10.
Ethan Brooks	80.	P. Callahan	5.
School District	None	P. O'Connor's	None
Aaron Bagg, Jr.	12.	Mrs. R. Ely	5.
D. G. White	59.	Heirs of Hosea Bliss	25.
Joseph Morgan	44.	Mrs. P. Alderman	50.
W. W. Amidon	1.	H. H. Hubbard	None
J. B. Norris	7.	Rose Jepson	21.
Reuben Brooks	50.	Leopald Herletschek	None
A. Edwards	1.	J. & J. A. Day	75.
R. M. Bagg	66.	Mrs. Celia McElwain	20.
Mrs. R. A. Bagg	44.	Samuel Street	4.
W. H. Pierce	1200.	J. Holliday	10.
		John Buckley	None

To be paid to them out of the County Treasury, when the land over which the highway is located shall have been entered upon and possession taken for the purpose of widening, straightening and new locating said highway.

And it is ordered by said Commissioners that the inhabitants of said town of West Springfield shall, on or before the first day of October 1895, complete and finish the same, so that 20 feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. The form and manner of construction shall be as follows:- All obstructions shall be removed from every part of the same to the width aforesaid, and so shaped that the centre shall be six inches higher than the sides by a circular, curved surface; all small inequalities shall be reduced to a level, or a regularly inclined plane; drains and sluices shall be of stone, brick or tile and of sufficient capacity at all places necessary for conducting away the water. The whole of the highway to be travelled upon shall consist of gravel or other material which shall be permanently hard; and durable stone monuments shall be placed at each end, and at each angle, in said described line. Where excavations are necessary, the slope of the banks on the sides shall not exceed one foot perpendicular, to one and one half feet horizontal. Railings shall be erected at all steep and dangerous places; and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

A plan of all the changes hereinbefore described is filed herewith and made a part of this decree.

Timothy M. Brown	}	County Commissioners.
J. M. Sickman		
W. H. Brainerd		

Hampden, ss. May 31st, A. D. 1895.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:-

Robert O. Morris, Clerk.

Contract for Ice awarded E. O. Doton.

1895, June 5. Contract for ice awarded E. O. Doton- (Springfield Ice Company), 15cts. per 100 lbs. at Court House, and 10cts. per 100 lbs. at Jail.

Charles L. Shaw awarded contract for making alterations in Registries of Deeds and Probate.

1895, May 7, Charles L. Shaw awarded contract for making alterations in Registries of Deeds and Probate:-

CONTRACT.

For making certain changes and alterations in the offices of the Register of Deeds and Register of Probate, at the Court House, Springfield, Massachusetts.

This AGREEMENT made and concluded on this eleventh day of May, in the year one thousand eight hundred and ninety-five,

BETWEEN

THE COUNTY OF HAMPDEN, in the Commonwealth of Massachusetts, acting by its Board of County Commissioners, PARTY OF THE FIRST PART,

AND

CHARLES L. SHAW, of Springfield, Massachusetts,
. PARTY OF THE SECOND PART.

WITNESSETH: That the said Party of the Second Part for a consideration hereafter mentioned, agrees to make certain changes and alterations in the offices of the Register of Deeds and Register of Probate, at the Court House, in accordance with the plans and specifications exhibited, - all work and materials to be first class, the work to be begun on the first day of July, 1895, and to be completed on the first day of September, 1895, finished in every respect to the satisfaction of the said Party of the First Part.

In Consideration Whereof, the said Party of the First Part agrees to pay to the said Party of the Second Part, the sum of Six Hundred and Sixty-six Dollars (\$666.00) which sum shall be in full of all his demands and claims against the said Party of the First Part.

And it is further agreed that the said Party of the First Part may modify the before-mentioned specifications and plans in any particular without impairing their validity or the validity of this contract in other respects, PROVIDED - that the sum to be allowed to either party for such alterations shall have been agreed upon by the parties hereto, and a full statement of the same made in writing, and signed by them, before the work to be effected by the change is commenced.

It is further agreed that the work shall be under the supervision

and direction of Guy Kirkham, Architect, who shall have power to stop and reject any work or materials not in accordance with the drawings and specifications.

In Witness Whereof, we have hereunto set our hands and seals, on the day and year first above written.

In presence of

H. Loomis to	T. M. Brown and Seal	} For the County of Hampden by its Board of County Commissioners and Seal of County Commissioners.
County	J. M. Sickman and Seal	
Commissioners	W. H. Brainerd and Seal	
Christine Law	C. L. Shaw and Seal	
to C. L. Shaw	Contractor	

HAMPDEN COUNTY COURT HOUSE.

Specifications for Alterations.

Guy Kirkham, Architect,

33 Lyman Street,

Springfield, Mass.

GENERAL CONDITIONS.

The contractor is to furnish all labor and materials necessary to complete the work agreeably to the plans and specifications.

All materials are to be of the best of their respective kinds, and all labor is to be done in the most thorough and workmanlike manner.

Measurements are to be taken from the drawings and from the work in place and verified before the work is executed.

The drawings and specifications are intended to co-operate, and any work indicated in one and not the other, or reasonably implied in either, is to be executed as if fully set forth in both.

The contractor is to do all necessary cutting for heating pipes and for new door-ways and to finish neatly around such cutting; to remove the iron railings from the loggia and to fill the holes left in the stone work neatly with metal.

MASON WORK.

Build 8" walls of good hard burned brick laid in good lime mortar from pier to wall as shown on plan.

Line these walls inside and out with tiles to match the present tiling as nearly as possible and to the satisfaction of the County Commissioners; the tiles to be well and securely bedded in pure Portland cement.

IRON DOORS.

Furnish and set in place two corrugated iron doors of size marked on plan, furnished with suitable hinges and fastenings, in iron frames with iron thresholds, all to correspond with iron doors in place.

WOOD WORK.

All wood finish, including window frames, sash, shelves, table, etc., is to be of selected seasoned Western white ash, substantially put together and in strict accordance with the drawings furnished.

All inside window stops are to be put on with round headed brass screws not over 12" apart.

WINDOWS.

The central light of the fan over the transom bars and the lights above the 8" brick walls, are to be hinged at the bottom and furnished with transom fixtures of same make and style as in the Law Library, all so arranged that these windows may be easily opened and closed from the floor. Other lights over the transom bars are to be fixed sash.

The sash below the transom bars are to be pivoted to swing out at the bottom and in at the top; to be furnished with strong bronze fasteners.

GLAZING.

All sash are to be glazed with best quality clear white American plate glass, 1/4" thick, in single lights, well bedded, bradded and back puttied. The glass in pivoted sash to be ground; clear elsewhere.

SHELVES, etc.

Where shown on plan build cupboards with hinged paneled doors, drawers and shelves, all according to detail drawings, and furnished with suitable hardware of bronze, including butts, locks and drawer pulls.

TABLE.

Construct octagonal table strongly and substantially and in accordance with detail drawings, and fix in place.

FINISHING.

The wood finish throughout is to be smoothed and sandpapered with the grain, and filled with Wheeler's patent filler, one coat well rubbed in.

The finish inside, including sash and frames, is to have medium antique stain and two coats of Crockett's No. 1 Preservative, and to be well rubbed down after each coat.

The finish outside, including sash and frame is to have dark antique stain and two coats of spar varnish, the varnish to cost not less than \$4.00 per gallon, and to be well rubbed down after each coat.

HEATING PIPES, etc.

The heating pipes are to be in a separate contract.

FINALLY.

The contractor is to join all new work with the old in a neat and workmanlike manner, to repair and make good the old work wherever disturbed by his operations; he is to push the work diligently from beginning to completion, remove all rubbish and leave all in perfect condition.

ELECTRIC WIRING.

Wire for three electric lights in each of the offices enclosed by new partitions, to be located where directed, connecting with present supply, and furnish with hanging fixtures complete.

No stone-work is to be cut, but the wood-work is to be neatly fitted to the stone.

In conformity with a resolve of the General Court, passed at their present session granting a tax of One Hundred Thirty-five Thousand Dollars (\$135,000.00) for the County of Hampden, the same is apportioned upon the several cities and towns in said County, in manner following:-

County Tax Assessed.

Agawam,	\$ 1,521.55	Monson,	\$ 2,254.19
Blandford,	507.18	Montgomery,	169.06
Brimfield,	479.00	Palmer,	3,268.58
Chester,	732.60	Russell,	563.54
Chicopee,	9,355.26	Southwick,	619.89
East Longmeadow,	788.95	Springfield,	66,133.41
Granville,	422.65	Tolland,	169.06
Hampden,	450.83	Wales,	338.12
Holland,	112.70	Westfield,	8,932.25
Holyoke,	30,657.57	West Springfield,	4,649.53
Longmeadow,	704.42	Wilbraham,	958.01
Ludlow,	1,211.65		\$135,000.00

And warrants have been issued dated the sixth day of June, eighteen hundred and ninety-five directed to the Selectmen or Assessors of the several towns and cities in said County, directing them to assess the same upon the inhabitants of their respective towns and cities, and requiring

their Collectors or Constables to collect the same, and to cause the amount so collected to be paid into the County Treasury.

Land Damages.

The following persons are allowed the sum set against their names for damages to lands taken for highways, amounting to the sum of Eight Thousand Seven Hundred and Thirty-six Dollars, and the same are ordered to be paid from the County Treasury.

To Mrs. E. P. Bartholomew on petition of H. Loomis and others,	\$ 350.
▪ Est. of Edward Southworth (On same petition).	30.
▪ Helen Allen (On same petition).	20.
▪ William Fox (On same petition).	5.
▪ Mrs. E. B. C. Lathrop (On same petition).	15.
▪ Est. of J. G. Champion (On same petition).	5.
▪ J. N. Bagg (On same petition).	40.
▪ Caroline Rochon (On same petition).	50.
▪ Mrs. F. H. White (On same petition).	25.
▪ Est. of Dennis Lyons (On same petition).	1000.
▪ S. F. Breckenridge (On same petition).	100.
▪ Frank C. Eldridge (On same petition).	100.
▪ Mrs. J. D. Eldridge (On same petition).	20.
▪ Est. of Ralph M. Bagg (On same petition).	2.
▪ Est. of D. D. Hubbard (On same petition).	9.
▪ Herbert M. Ashley (On same petition).	9.
▪ Mrs. J. H. Cook (On same petition).	5.
▪ E. A. Bliss (On same petition).	10.
▪ Charles Bliss (On same petition).	6.
▪ Ethan Brooks (On same petition).	80.
▪ Aaron Bagg, Jr. (On same petition).	12.
▪ D. G. White (On same petition).	59.
▪ Joseph Morgan (On same petition).	44.
▪ W. W. Amidon (On same petition).	1.
▪ J. B. Norris (On same petition).	7.
▪ Reuben Brooks (On same petition).	50.
▪ A. Edwards (On same petition).	1.
▪ R. M. Bagg (On same petition).	66.
▪ Mrs. R. A. Bagg (On same petition).	44.
▪ W. H. Pierce (On same petition).	1200.

To Joseph L. Bagg on petition of H. Loomis and others,	\$ 27.
• Est. of Harvey D. Bagg (On same petition).	140.
• Wm. Bagg (On same petition).	5.
• J. S. McElwain (On same petition).	175.
• Charles Rainault (On same petition).	100.
• J. M. & A. H. Smith (On same petition).	10.
• A. H. Smith (On same petition).	800.
• Mrs. A. L. Hayes (On same petition).	800.
• Mrs. F. M. Smith (On same petition).	25.
• W. H. Richardson (On same petition).	500.
• Edson Clark (On same petition).	10.
• S. D. Smith (On same petition).	300.
• Mrs. E. J. Nichols (On same petition).	34.
• Miss Carrie Smith (On same petition).	300.
• Albert A. Allyn (On same petition).	400.
• William Kingsley (On same petition).	30.
• Linus F. Dickinson (On same petition).	800.
• Samuel Smith (On same petition).	10.
• Est. of Hannah Day (On same petition).	300.
• C. M. Sheldon (On same petition).	350.
• J. J. Shinquin (On same petition).	30.
• Frank M. Spooner (On same petition).	10.
• P. Callahan (On same petition).	5.
• Mrs. R. Ely (On same petition).	5.
• Heirs of Hosea Bliss (On same petition).	25.
• Mrs. P. Alderman (On same petition).	50.
• Rose Jepson (On same petition).	21.
• J. & J. A. Day (On same petition).	75.
• Mrs. Celia McElwain (On same petition).	20.
• Samuel Street (On same petition).	4.
• J. Holliday (On same petition).	10.
	<u>10.</u>
	\$8,736.

Hampden, ss. June 5th, 1895.

Judgment is entered up according to reports, etc., and all matters not acted upon, are ordered to be continued and this meeting is adjourned without day.

Attest:-

Robert O Morris

Clerk.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners begun and holden at Springfield, within and for the County of Hampden, on the Fourth Tuesday of June, being the twenty-fifth day of said month and by adjournment on the twenty-seventh day of said month, on the third, eighth, twelfth and thirty-first days of July, on the seventh, fourteenth, twentieth, twenty-fourth and twenty-eighth days of August, and on the fourth, tenth, thirteenth, twenty-seventh and twenty-eighth days of September, in the year of our Lord one thousand eight hundred and ninety-five.

Present, Timothy M. Brown, Esq. Chairman	}	
Wm. H. Brainerd, "		County
James M. Sickman, "		Commissioners.

To the County Commissioners of the County of Hampden:-

The undersigned Selectmen of the town of Montgomery in said County, respectfully represent, that the highway leading from the house of Elisha Clark in said Montgomery, to Russell town line is, at one point, frequently encumbered with drifts of snow, and is expensive to keep in good condition for travel at all seasons of the year, that at this, and at some other points there are heavy grades, which can be very materially lessened and improved, and that the public convenience and necessity requires that at these points, said highway should be located and constructed anew.

They also respectfully represent that the highway situated in said Montgomery, running northerly from the barn formerly owned by the late Lewis T. Allyn, to the County Road, so-called, near the house of Daniel F. Knight, is practically useless as a public highway, inasmuch, as another and a better highway running nearly parallel with it, sufficiently accommodates the traveling public, and that, in their opinion, the interests of the town require that it should be discontinued.

They therefore respectfully request your Honorable Board to view the premises, and make such orders and decrees in relation to the relocation and reconstruction of certain parts of the first mentioned highway, and in relation to the discontinuance of the other, as the public convenience and necessity and the interests of the town may require.

Selectmen of Montgomery, Petrs. for relocation and discontinuance of portions of highway.

24.

For Plan - See Book of Plans Page 186.

THE I-SECTION 3-23
THE I-SECTION 3-23

Montgomery, April 8, 1895.

L. O. Moore	}	Selectmen of Montgomery.
R. W. Clark		
A. D. Avery		

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the Second Tuesday of April, in the year of our Lord one thousand eight hundred and ninety-five, and was continued to this meeting and due proceedings having been had thereon, the County Commissioners filed the following location report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting. July 31st, 1895.

On the petition of L. O. Moore, R. W. Clark and A. D. Avery Selectmen of the town of Montgomery in said County praying (1) for a relocation and reconstruction of a highway in said town and (2) for the discontinuance of another highway in said town,

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-first day of May A. D. 1895, view said highways and hear all parties interested, and did adjudge that common convenience and necessity required (1) that said highway should be relocated and reconstructed, and (2) that said other highway be discontinued and said Commissioners appointed the twenty-seventh day of June, 1895, as the time when they would proceed to relocate said highway, and discontinue said other highway and gave due notice as the law directs.

(1).

Relocation and reconstruction of Highway, from Russell line to a point southerly from house of Elisha Clark.

And now said Commissioners relocate said highway first described in said Petition and describe the same in the manner following:- The line described being the right-hand line (going up) of said highway as relocated and the highway extending fifty feet to the left thereof making the left-hand line parallel thereto and the highway of a uniform width of fifty (50) feet:-

Beginning at a stone monument about 1950 feet northerly along the present highway from the stone monument on the Russell and Montgomery town line, thence running N. 27° 23' 40" E. One hundred and sixty-six

feet and sixty one-hundredths (166.60) to a stone monument, thence at an angle to the left of fifty-three degrees and thirty-one minutes ($53^{\circ} 31'$) N. $25^{\circ} 7' 40''$ W. One hundred and seventy-four feet and seven one-hundredths (174.07) to a stone monument, thence at an angle to the right of twenty degrees and thirty-two minutes ($20^{\circ} 32'$) N. $4^{\circ} 35' 40''$ W. two hundred and thirty-three and ninety-six one-hundredths, (233.96) feet to a stone monument, thence at an angle to the right of eighteen degrees twenty-six minutes ($18^{\circ} 26'$) N. $13^{\circ} 50' 20''$ E. one hundred and seventy and seventy-eight one-hundredths (170.78) feet to a stone monument thence at an angle to the left of ten degrees and fifty minutes ($10^{\circ} 50'$) N. 3° E. two hundred and twenty-seven and forty-five one-hundredths (227.45) feet to a stone monument thence at an angle to the right of four degrees and twelve minutes ($4^{\circ} 12'$) N. $7^{\circ} 11' 20''$ E. one hundred and five and sixty-seven one-hundredths (105.67) feet to a stone monument, thence at an angle to the left of sixteen degrees nine minutes ($16^{\circ} 9'$) N. $8^{\circ} 57' 40''$ W. one hundred twenty-six and ninety-two one-hundredths (126.92) feet to a stone monument thence at an angle to the left of twenty-one degrees thirty-seven minutes ($21^{\circ} 37'$) N. $30^{\circ} 34' 40''$ W. one hundred fifty-eight and ten one-hundredths (158.10) feet to a stone monument, thence at an angle to the right of thirty degrees forty-one minutes ($30^{\circ} 41'$) N. $0^{\circ} 6' 20''$ E. one hundred ninety-three and eighty-two one-hundredths (193.82) feet to a stone monument, thence at an angle to the right of eighty-one degrees thirty-four minutes ($81^{\circ} 34'$) N. $81^{\circ} 40' 20''$ E. twenty-five and six one-hundredths (25.06) feet to a stone monument, thence at an angle to the right of sixty-three degrees forty-nine minutes ($63^{\circ} 49'$) N. $55^{\circ} 29' 20''$ W. three hundred and twelve and seventy-two one-hundredths (312.72) feet to a stone monument thence at an angle to the right of five degrees fifty-seven minutes ($5^{\circ} 57'$) N. $49^{\circ} 32' 20''$ W. two hundred and seventy-eight and thirty-five one-hundredths (278.35) feet to a stone monument at end of line.

Construction of said Relocated Highway.

GRADE.

For the first sixty feet from the said starting point the grade is to be at the rate of one and one-half ($1 \frac{1}{2}$) feet per hundred feet:

For the next six hundred (600) feet, seven and one-half ($7 \frac{1}{2}$) feet per hundred feet:

For the next two hundred (200) feet, five and one-half ($5 \frac{1}{2}$) feet per hundred feet:

For the next four hundred (400) feet, seven (7) feet per hundred feet:

For the next hundred (100) feet, three (3) feet per hundred feet:

For the next hundred and fifty (150) feet, four (4) feet per hundred feet:

For the next hundred feet, three and six tenths ($3 \frac{6}{10}$) feet per hundred feet:

For the next hundred feet, seven and one-half ($7 \frac{1}{2}$) feet per hundred feet:

For the next two hundred (200) feet, eight and two tenths ($8 \frac{2}{10}$) feet per hundred feet:

For the next two hundred and eighty (280) feet, three and sixty-four one-hundredths ($3 \frac{64}{100}$) feet per hundred feet.

CULVERTS.

The first, second and third culverts from said starting point located as shown on the plan filed herewith are to be three (3) feet by three (3) feet in dimensions and constructed of stone.

The fourth as shown on said plan is to be four (4) feet by four (4) feet in dimensions and constructed of stone.

The fifth as shown on said plan is to be two (2) feet by two (2) feet in dimensions and constructed of stone.

The sixth as shown on said plan is to be a plank bridge on stone sides four (4) feet by four (4) feet in dimensions.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of September next, to remove therefrom wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:- To W. R. Holcomb, \$25. To be paid to him out of the County Treasury, when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway.

Julius Dewey and the parties owning the rest of the land taken, having waived all damages are consequently awarded nothing.

And it is ordered by said Commissioners that the inhabitants of said town of Montgomery shall, on or before the first day of December 1895, complete and finish the said highway so that fourteen (14) feet in width thereof throughout the whole, exclusive of gutters on the sides, shall

be safe and convenient for the passage of teams of every description, with customary loads. If practicable, the centre of the travelled part shall be the centre of the location. The form and manner of construction shall be as follows:- All obstructions shall be removed from every part of the same to the width aforesaid, and so shaped that the centre shall be four inches higher than the sides by a circular, curved surface; all small inequalities shall be reduced to a level, or a regularly inclined plane, and the surface of the whole part to be travelled upon shall consist of gravel or other material which shall be permanently hard; and durable stone or iron monuments shall be placed at each end, and at each angle, in said described line. Where excavations are necessary, the slope of the banks on the sides shall not exceed one foot perpendicular, to one and one-half feet horizontal. Railings shall be erected at all steep and dangerous places; and the whole shall be done in a workmanlike manner and to the acceptance of said Commissioners.

A plan of said highway as hereinbefore relocated is filed herewith and made a part hereof.

(2).

Discontinuance of the Highway as asked for in said Petition.

The highway situated in said town of Montgomery running northerly from the barn formerly owned by Lewis T. Allyn (now deceased) to the County Road (so-called) near the house of Daniel F. Knight is hereby discontinued and is no longer a public highway.

Timothy M. Brown	} County Commissioners of the County of Hampden.
J. M. Sickman	
W. H. Brainerd	

And now the said report being read and considered, is accepted, and the road established as and for a public highway.

Selectmen of West
Springfield et als.,
Petr. for widening
and new location of
highways in West
Springfield.

25.

For Plan - See
#1
Book of Plans Pages
195 & 196.

To the County Commissioners of the County of Hampden and State of Massachusetts:-

The undersigned Selectmen and others of the Town of West Springfield respectfully represent that a street situated in said Town on the northerly side of a Common or Park, (so-called) and running easterly from its intersection with Elm Street, to a point near the division line of lands of E. C. Sheldon and Mrs. E. P. Bartholomew, is of insufficient width, and has its bounds undefined, and that the public convenience and necessity require that said street should be widened; wherefore said petitioners respectfully ask your honorable body to view the premises and widen and new locate said street, by taking from the so-called Common or Park so much thereof as shall make said street seventy-five feet in width.

And furthermore your petitioners would also respectfully represent that Elm Street from its intersection with the King's Highway northerly to Riverdale Street, is crooked and its bounds obscure, therefore we would ask your honorable body to view the premises and new locate said street.

H. Loomis

H. E. Schmick

T. A. Rogers

Selectmen of West Springfield
and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County on the Second Tuesday of April, in the year of our Lord one thousand eight hundred and ninety-five, and was continued to this meeting, and due proceedings having been had thereon, the County Commissioners filed the following location report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting.

August 20th, 1895

On the Petition of the Selectmen of West Springfield and others
praying

(1) for the widening and new locating of a street in that Town on the Northerly side of a Common or Park, running easterly from its intersection with Elm Street, to a point near the division line of lands of E. C. Sheldon and Mrs. E. P. Bartholomew by taking from said Common or Park so much thereof as shall make said street seventy-five (75) feet in width, and

(2) for the new locating of Elm Street in said Town from its intersection with the King's Highway northerly to Riverdale Street.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the County Commissioners did, on the eighth day of July, A. D. 1895, and by adjournment on the sixteenth day of July following at the same hour and place, view both of said highways, and hear all parties interested, and did adjudge that common convenience and necessity required that the prayers of the petition be granted.

Objection having been made to the granting of the first prayer of the petition, the County Commissioners duly appointed this day at 9 o'clock A. M., and the Town Hall in West Springfield as the time and place of their meeting for the purpose of (1) widening and new locating said street on the Northerly side of the Common or Park, and (2) locating a new said Elm Street from the King's Highway to Riverdale Street.

(1).

WIDENING AND NEW LOCATION OF STREET ON NORTHERLY SIDE OF THE COMMON.

And now it appearing that due notice of this meeting has been given, and the said Town has assented to the taking of so much of said Park as may be required to widen said street as prayed for (copy of the record of said assent being attached hereto) said Commissioners widen and new locate said street, - hereafter called Park Street - on the Northerly side of the Common or Park - hereafter called Central Park - from its intersection with Elm Street Easterly to a point near the division line of lands of E. C. Sheldon and Mrs. E. P. Bartholomew by taking from said Common so much thereof as to make said street seventy-five (75) feet in width in the manner following:-

Commencing at a stone now standing at the intersection of the East side of Elm St. and the North side of Park Street and running according to the location by the County Commissioners in 1863, "North 13 Rods and 10 Links to a stone;" thence according to the location of 1874, North 63 degrees 46 minutes E. 1010 feet to a stone bound at the division line between E. C. Sheldon and E. P. Bartholomew. (This stone not being found is replaced by the County Commissioners according to the record of 1874.). Thence returning to the point of beginning and running South 39 degrees 57 minutes E. 89.90 feet to a stone bound on the South side of Park Street and the Northwest corner of Central Park; thence North 65 degrees E. 1127.13 feet to a stone bound, said stone bound being nearly in front and a little to the East of Hanover Street and bearing S. 24 degrees 56 minutes W. 104.48 feet distant from the last stone men-

tioned on the North side; thence on a curve to the right, radius 80 feet, intersection angle 78 degrees 40 minutes 109.79 feet to a stone bound.

(2).

NEW LOCATION OF ELM STREET.

And said Commissioners new locate said Elm Street from its intersection with King's Highway Northerly to Riverdale Street in the manner following:-

Beginning at a stone bound on the Riverdale Road at the end of a curve Southeast of Dennis Lyon's house, said stone bound being the last one in the description of the South line of Riverdale Street and West of its intersection with Elm Street, as described in the relocation of Riverdale Street, 1895. Thence over the line of Dennis Lyon's estate and land of Benj. W. Colton, S. 4 degrees 7 minutes W., 505.72 feet to a stone bound now standing on the northerly side of King's Highway. The opposite side of the street begins at a stone bound in the relocation of Riverdale Street, 1895, and runs South 4 degrees 7 minutes W. parallel to, and 66 feet distant from the previous line described 488.43 feet to a stone bound in front of a white church on Meeting House Hill. Thence S. 16 degrees 23 minutes E. 168.62 feet to a stone bound. The last course and last bound mentioned are identical with the description of Elm Street.

The owners of the land, over which said highways are thus laid out, widened and new located, are allowed until the first day of October next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of widening and new locating said highways and it appearing that all such owners have either waived or acknowledged satisfaction in full for all such damages, they award no damages.

And it is ordered by said Commissioners that the inhabitants of said town of West Springfield shall, on or before the first day of October, 1895, complete and finish the construction of said highways as hereinbefore widened and new located so that twenty feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. If practicable the centre of the travelled part shall be the centre of the location. The form and manner of construction shall be as follows:- All obstructions shall be removed from every part of the same

to the width aforesaid, and so shaped that the centre shall be six inches higher than the sides by a circular, curved surface; all small inequalities shall be reduced to a level, or a regularly inclined plane. The surface of the whole part to be travelled upon shall consist of gravel or other material which shall be permanently hard; and durable stone or iron monuments shall be placed at each end, and at each angle, in said described line. Where excavations are necessary, the slope of the banks on the sides shall not exceed one foot perpendicular, to one and one-half feet horizontal. Railings shall be erected at all steep and dangerous places; and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners. Plans of both locations are filed herewith and made a part hereof.

Timothy M. Brown	}	County Commissioners.
J. M. Sickman		
W. H. Brainerd		

Hampden, ss. County Commissioners' Meeting. Aug. 24th A.D., 1895.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:-

Robert O. Morris, Clerk.

EXTRACTS FROM THE RECORDS OF THE TOWN OF
WEST SPRINGFIELD, MASS.

Under Warrant issued March 23d, 1895.

Article 25 - - - - -To vote by ballot, "YES" or "NO" in answer to the question; "Shall an act passed by the legislature of the Commonwealth in the year 1882, as amended by chapter 240, Acts of the legislature of the year 1890, entitled, "An act authorizing towns and cities to lay out public parks within their limits, be accepted."

Article 25 - - - - -Town meeting, April 1st, 1895;

VOTED,- To accept an act passed by the legislature of the Commonwealth in the year 1882, as amended by chapter 240, Acts of the legislature of the year 1890, entitled, "An act authorizing towns and cities to lay out public parks within their limits."

Under Warrant issued July 5th, 1895.

Article 2 - - - - - To see if the inhabitants of the town will consent to the taking of so much of the Common or Park lying easterly of a point

opposite the easterly line of Elm Street at its intersection with Park Street, to a point opposite the division line of lands of E. C. Sheldon, and Mrs. E. P. Bartholomew on said Street, for the widening of Park Street to a width of not exceeding 75 feet southerly of the northerly line of said Street as now established.

Article 2 - - - - Town Meeting, July 12th, 1895.

VOTED,- "That the consent of the inhabitants of this town be and is hereby given to the taking of so much of the Common or Park for the widening of Park Street, as is described in Article 2 of the Warrant for this meeting."

Rising vote 279 in favor; 57 opposed.

I hereby certify that the above is a true copy._

Attest:-

F. H. Sibley, Town Clerk.

West Springfield, Mass. July 17th, 1895.

W. R. Milligan et als Palmer Mass., Aug. 16, 1895.

Petrs. for alteration To the Board of County Commissioners of Hampden County:-

of a bridge in
Palmer.

32

We the undersigned citizens and taxpayers of the town of Palmer realizing the danger to public travel now existing at the bridge which crosses the Boston and Albany Railroad near the Weeks House in Palmer hereby petition your Honorable Board to take such measures as will result in the providing of a foot walk of suitable width on each side and outside of the present structure.

W. R. Milligan and others, Petitioners.

The foregoing petition was entered at this meeting, and now it is ordered that said petition be dismissed, for want of jurisdiction.

H. Loomis et als.,

Petitioners.

Amendment to Location
Report.

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting.

June 25th, 1895.

In the matter of the Petition of H. Loomis and others, for alteration of Riverdale Street in West Springfield, finished May 31st, 1895, It now appearing that in the report of the location on the petition above referred to, an error has been made in the name of one of the parties to whom damages were awarded, wherein it appears that an award was made to the "estate of Hannah Day" instead of to "Hannah Day"- We therefore amend our said report by striking out the words "Estate of Hannah

Day* and substitute the words "Hannah Day".

	Timothy M. Brown	}	
(L. S.)	J. M. Sickman		County
	W. H. Brainerd		Commissioners.

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting,

June 25th, 1895.

County Treasurer

authorized to borrow

VOTED, That M. Wells Bridge, County Treasurer, be authorized to borrow on in anticipation of
the credit of the County and in anticipation of the County Tax, a sum of
County Tax.

money not exceeding FORTY THOUSAND DOLLARS (\$40,000.) and to make, execute and deliver a note, or notes to that amount, payable during the month of November next, to the order of such Bank, Institution, Corporation, Individual or Individuals, as he, the said Bridge shall elect, and to pay interest or discount thereon at a rate not exceeding three per cent. per annum.

	Timothy M. Brown	}	
(L. S.)	J. M. Sickman		County
	W. H. Brainerd		Commissioners.

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting,

July 3d, 1895.

Order for Transfer.

To M. WELLS BRIDGE, County Treasurer:-

You are hereby authorized to expend from moneys not otherwise specifically appropriated, the sum of Six Hundred Dollars (\$600.) for the account of Stenographer.

	T. M. Brown	}	
	J. M. Sickman		County
	W. H. Brainerd		Commissioners.

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting,

July 3d, 1895.

Order for Transfer.

To M. WELLS BRIDGE, County Treasurer:-

You are hereby authorized to expend from moneys not otherwise specifically appropriated, the sum of Eight Hundred Dollars (\$800.) for the account "Miscellaneous" at Jail.

T. M. Brown	}	
J. M. Sickman		County
W. H. Brainerd		Commissioners.

H. Loomis et als.,

Petitioners.

2d Amendment to

Location Report.

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting,

July 12, 1895.

In the matter of the Petition of H. Loomis and others, for alteration of Riverdale Street in West Springfield, finished May 31st, 1895, It now appearing that in the report of the location on the petition above referred to, an error has been made in the name of one of the parties to whom damages were awarded, wherein it appears that an award was made to "Mrs. P. Alderman" instead of to "Wm. P. Alderman"- We therefore amend our said report by striking out the name "Mrs. P. Alderman" and substitute the name "Wm. P. Alderman".

(L.S.)

Timothy M. Brown	}	
J. M. Sickman (County
W. H. Brainerd		Commissioners.

H. Loomis et als.,

Petitioners.

3d Amendment to

Location Report.

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting,

July 12, 1895.

In the matter of the Petition of H. Loomis and others, for alteration of Riverdale Street in West Springfield, finished May 31st, 1895, It now appearing that in the report of the location on the petition above referred to, an error has been made in the name of one of the parties to whom damages were awarded, wherein it appears that an award was made to "Chas. Rainault" instead of to "Sophronie Rainault"- We therefore amend our said report by striking out the name "Chas. Rainault" and substitute the name "Sophronie Rainault".

(L. S.)

Timothy M. Brown	}	
J. M. Sickman		County
W. H. Brainerd		Commissioners.

Commonwealth of Massachusetts.

Superior Court.

Hampden, ss.

Nos. 11 & 12 Eq.

Directors of the Boston and Albany Railroad Company, Petitioners for the Discontinuance of the Pasco Road Crossing in Springfield.

Mayor and Aldermen of Springfield, Petitioners for the Alteration of said Pasco Road Crossing.

Decision of the Commission.

Whereas it has been ordered by the Court that the petitions of the foregoing petitioners be consolidated and heard together, and we, Joseph Bennett, John A. Aiken and Samuel M. Cook, were duly appointed a commission in the above entitled cases under the provisions of Chapter 428 of the Acts of 1890.

And Whereas due notice of a public hearing upon said petitions was given, as will more fully appear, reference being had to the order of notice and the return of service thereon filed in Court in this case, and said hearing was held at the office of the General Superintendent of said Railroad Company in the office building of said Company on Main Street in the City of Springfield in said County, on Saturday, the 29th day of June, 1895.

And Whereas at said hearing the petitioner and other parties claiming to be interested appeared, and all parties appearing were fully heard.

Now, having fully considered all the evidence and arguments submitted to us in the matter, we decide that the petition of said directors for the discontinuance of said Pasco Road Crossing be dismissed; and upon the petition of said Mayor and Aldermen we decide that alterations in the said Pasco Road Crossing, in the approaches thereto, and in the location and grade of said Road, so as to avoid a crossing at grade, are necessary for the security and convenience of the public, and we prescribe the manner and limits within which such alterations shall be made in accordance with the plan filed herewith entitled "Plan and Profile of Proposed Alterations in the Grade Crossing of the Pasco Road and Boston and Albany Railroad, Springfield, Mass.," dated March 1895, signed by us.

The location of the said Pasco Road on the southerly side of the Boston and Albany Railroad shall remain unchanged. On the northerly side of the Railroad the location of the said Pasco Road shall be altered so that said Road may be constructed within the following lines:-

Directors of the
Boston and Albany
Railroad Company,
Petr. for the Discon-
tinuance of the Pasco
Road Crossing in
Springfield.

Book of Plans +/
Page 184.

The easterly line shall begin at a stone monument imbedded in the ground on the northerly side line of the location of the Boston and Albany Railroad near the dividing line between land of Daniel Ferris and land of Thomas Lahey, thence it shall run north $4^{\circ} 30'$ east four hundred feet. The westerly line of said Pasco Road shall be parallel with and distant sixty (60) feet westerly from said easterly line above described throughout its entire length of four hundred feet. The land lying between said easterly line and said westerly line is hereby taken for said Pasco Road. Said Pasco Road shall pass over the tracks of said Railroad by a suitable plate girder bridge with a clear height of not less than eighteen feet above said tracks, which are unchanged. The above alterations are as a substitute for that portion of said Pasco Road as it now exists which lies within the location of the Boston and Albany Railroad.

We determine that the Boston and Albany Railroad Company shall build the bridge and its abutments, build the approaches to the bridge and do all the work called for hereunder.

We decide and determine that the Commonwealth shall pay twenty-five per cent of the total actual cost of the alterations, including the cost of the hearing and the compensation of the Commissioners and Auditors for their services and expenses and all damages, including those mentioned in section five of said Chapter 428 of the Acts of 1890, or in any Acts in amendment thereof, and that the City of Springfield shall pay ten per cent thereof.

We specify the grades for said Pasco Road as altered and the general method of construction, as follows:-

From the northerly end of said bridge over the railroad the grade shall descend at a rate not exceeding five (5) feet in one hundred (100) feet to a point in said road as altered distant three hundred and thirty-two (332) feet northerly from the centre line of the location of said railroad.

From the southerly end of said bridge the grade shall descend at a rate not exceeding five (5) feet in one hundred (100) feet to a point in said pasco Road as it now exists, distant three hundred (300) feet southerly from the said centre line of location of said railroad.

Said Pasco Road shall be graded to a width not less than twenty-five (25) feet. Cobble-stone gutters four (4) feet wide shall be built upon each side of said road from the said bridge to the foot of the inclin-

ed roadway upon each side of the railroad. The surface of the inclined roadways is to be of good gravel six (6) inches in depth, with the proper crowning in the middle. Said bridge over the railroad shall be of iron or steel with a plank floor and not less than twenty (20) feet in width in the clear between the girders supported on abutments of suitable masonry.

The bridge superstructure is to consist of wrought iron or steel plate girders with hard pine under floor and spruce plank wearing surface with proper crowning in the middle for drainage.

A substantial wooden fence not less than three feet six inches high is to be built on each side of said inclined roadways so far as the embankments extend.

The gravel filling may be sloped beyond the limits of said Pasco Road so far as may be necessary to hold the embankments, and for this purpose the following parcels of land are hereby taken, being bounded and described as follows:-

Beginning at a point in the northerly side line of the location of the Boston and Albany Railroad distant twelve and five-tenths ($12 \frac{5}{10}$) feet westerly from the westerly line of said Pasco Road as altered; thence running north 3° east one hundred and twenty-two (122) feet; thence running north $15^{\circ} 45'$ east seventy-six (76) feet to the said westerly line of said Pasco Road as altered; thence running south $4^{\circ} 30'$ west by the said westerly line of said Pasco Road one hundred and ninety-six (196) feet to the northerly side line of location of said railroad; thence westerly by the said northerly side line of location to the place of beginning.

Also, beginning at the intersection of the said easterly line of said Pasco Road as altered with the said northerly side line of location of said railroad; thence running north $4^{\circ} 30'$ east by the said easterly line of said Pasco Road as altered one hundred and eighty (180) feet; thence running south $12^{\circ} 45'$ east seventy-two (72) feet; thence running south $11^{\circ} 10'$ west one hundred and eleven (111) feet to the said northerly side line of location of said railroad; thence running westerly by the said northerly side line of location of said railroad eight (8) feet to the place of beginning.

Also, beginning at the intersection of the southerly side line of the location of the Boston and Albany Railroad with the fence on the easterly side of said Pasco Road as it now exists; thence running easterly by the said southerly side line of the location of said railroad

seventeen (17) feet; thence running south 20° 45' east ninety-nine (99) feet; thence running south 24° 30' east one hundred and twenty-seven (127) feet to the said fence on the easterly side of said Pasco Road; thence running northwesterly by said fence two hundred and thirty-four (234) feet to the place of beginning.

Also, beginning at the intersection of the said southerly side line of the location of the Boston and Albany Railroad with the fence on the westerly side of said Pasco Road as it now exists; thence running southeasterly by said fence two hundred and thirty-two (232) feet; thence running north 33° west two hundred and ten (210) feet; thence running north 11° west twenty-eight (28) feet to the said southerly side line of location of said railroad; thence running easterly by the said southerly side line of location of said railroad seven and five-tenths ($7 \frac{5}{10}$) feet to the place of beginning.

The charges of the Commissioners for services and expenses are as follows:-

Joseph Bennett	\$55.00
John A. Aiken	50.00
Samuel M. Cook	50.00

Dated this twenty-ninth day of June A. D. 1895.

Joseph Bennett	}	Commissioners.
John A. Aiken		
S. M. Cook		

A true copy.

Attest:-

Robert O. Morris, Clerk.

DECREE of the COURT.

In these cases the decision of Joseph Bennett, John A. Aiken and Samuel M. Cook, Commissioners, having been duly returned and filed in this Court, and the same having been considered, and a certificate of the Board of Railroad Commissioners having heretofore been filed, certifying that in their judgment the expenditure on the part of the Commonwealth for the current year, under said certificate and previous certificates issued under section 11 of Chapter 428 of the Acts of 1890 will not exceed the amount provided for in said Act, it is ordered, adjudged and decreed that said decision be, and the same hereby is confirmed, and the findings thereof adopted.

June Meeting, 1895.

Elisha B. Maynard

Justice of Superior Court.

Dated at Springfield, July 6th, 1895.

(Copy).

August 7, 1895. Frank B. Allen was awarded the contract for removing the offal from the jail for the year beginning July 5, 1895, for the sum of Ninety-one Dollars.

Frank B. Allen awarded contract for removing offal from Jail.

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, August 7, 1895.

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for land damages in said County, said County Commissioners hereby authorize the County Treasurer to transfer from moneys not otherwise appropriated the sum of Two Thousand Dollars (\$2,000.) in addition to the amount authorized by law for the purpose aforesaid. The reasons for such transfer are that the appropriation authorized for the purpose aforesaid is exhausted.

T. M. Brown	}	County Commissioners.
J. M. Sickman		
W. H. Brainerd		

Order for Transfer.

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, August 7, 1895

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for land damages in said County, said County Commissioners hereby authorize the County Treasurer to use the sum paid and to be paid by the Springfield Street Railway Company by the terms of its agreement with this County in addition to the amount authorized by law for the purpose aforesaid. The reasons for such transfer are that the appropriation authorized for the purpose aforesaid is exhausted, and that said money paid by said Company and to be paid by it, is by agreement between it and this County to be applied for said purpose.

Order for Transfer.

T. M. Brown	}	County Commissioners.
J. M. Sickman		
W. H. Brainerd		

Order for Transfer.

Commonwealth of Massachusetts.

Hampden, ss.

Springfield, Aug. 7th, 1895.

Whereas in the judgment of the county Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Police Court Supplies in said County, said County Commissioners hereby authorize the County Treasurer to transfer from mon-
eys not otherwise appropriated the sum of Six hundred Dollars (\$600.) in addition to the amount authorized by law for the purpose aforesaid. The reasons for such transfer are that the appropriation authorized for the purpose aforesaid is exhausted.

T. M. Brown	}	County Commissioners.
J. M. Sickman		
W. H. Brainerd		

Contract awarded
H. L. Niles & Co.
for furnishing Jail
and House of Correc-
tion with provisions

September 28, 1895. Contract awarded H. L. Niles & Co. for furnishing
Jail and House of Correction with provisions for the year ensuing.

\$2.70 per hundred pounds for corned beef:

8 1/2 cts. per pound for salt pork:

2 cts. per pound for beef shanks.

Contract for Metallic
Shelving awarded St.
Louis Art Metal Co.

July 3, 1895. Contract for metallic shelving was awarded St. Louis Art
Metal Company. (Contract Missing.)

Contract for furnish-
ing Jail and Court-
house with coal award-
ed Philip D. Hawkins.
Contract for Truant
School, G.C.Tait.

September 7, 1895. Contract for furnishing Jail and Court-house with
coal awarded Philip D. Hawkins; New River coal at \$3.70 for Jail and
\$4.05 for Court-house gross ton. Contract for Truant School awarded
G. C. Tait, \$5.00 for Lehigh, and \$4.85 Lackawanna - gross ton.

June Meeting, 1895.

The sum of Six Hundred Forty-four Dollars and Eighty cents is allowed for damages and other expenses incurred under the Statutes relative to Dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Sheep Damages.

Hampden, ss. September 28th, 1895.

Judgment is entered up according to reports etc., and all matters not acted upon, are ordered to be continued and this meeting is adjourned without day.

Attest:-

Robert O. Morris

Clerk.

Commonwealth of Massachusetts.

Hampden, ss.

At a meeting of the County Commissioners, begun and holden at Springfield, within and for the County of Hampden on the First Tuesday of October, being the first day of said month, and by adjournment on the eighth, twelfth, fourteenth, nineteenth, and twenty-eighth days of said month, on the first, second, sixth, ninth, sixteenth and twenty-ninth days of November, and by adjournment on the fourth and eleventh days of December, in the year of our Lord one thousand eight hundred and ninety-five.

Present, Timothy M. Brown, Esq. Chairman	}	County Commissioners.
William H. Brainerd "		
James M. Sickman "		

Reuben Noble et als.
Petrs. for change of
Order as to building
of Bridge, New Haven
& Northampton Co. in
Westfield.

To the Honorable County Commissioners of the County of Hampden, Massachu-
setts:

Respectfully represents your petitioners, citizens of the Town of
Westfield in said State:-

WHEREAS in your order separating the grades of Elm and Orange Streets in
said town with the railroad of the New Haven and Northampton Company here
tofore issued, it was provided that the sides of the bridge over Elm
Street should be boarded so as to obscure the view of the trains; and
WHEREAS your petitioners believe that public safety and the appearance
of the street will be promoted by the omission of so much of the order
as requires said Company to board the sides of said bridge:

NOW THEREFORE your petitioners respectfully ask your Honorable
Board, after due consideration and proper notice, to rescind so much of
said order above referred to.

Dated at Westfield, this 28th day of October, 1889.

Reuben Noble and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commission-
ers holden at Springfield, within and for said County on the First Tues-
day of October, in the year of our Lord one thousand eight hundred and
eighty-nine, and was continued from meeting to meeting to this meeting,
and now the County Commissioners file the following Decree, to wit:-

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, December 11th, 1895.

On the petition of Reuben Noble and others, praying for the rescinding of so much of the decree on the petition of the Directors of the New Haven and Northampton Railroad Company, (No. 59, 1887) for alteration of Orange and Elm Street Crossings in Westfield, as provides that the sides of the bridge over Elm Street shall be boarded so as to obscure the view of the trains,-

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eleventh day of December, A. D. 1895, hear all parties interested, and did adjudge that common convenience and necessity required that the prayer of the petition be granted, no person interested having objected thereto.

And now said Commissioners grant the prayer of said petition and hereby rescind the words "and board sufficiently high on either side to protect travel on highway from sight of trains," in the decree filed October 22, 1887, on petition No. 59, 1887, of Directors of New Haven and Northampton Company, for alteration of Railroad Crossings in Westfield, at Orange and Elm Streets.

Timothy M. Brown	}	County Commissioners.
J. M. Sickman		
W. H. Brainerd		

(Decision certified to the parties and Board of Railroad Commissioners.)

To the County Commissioners of the County of Hampden:-

Respectfully represent the undersigned citizens of the towns of Brimfield, Wales, Holland and Palmer in said County that the common convenience and necessity requires that a new highway be laid out and constructed in the town of Monson in said County as follows:-

Beginning at the intersection of the road leading past the houses of Geo. Fowles and Jerry O'Rourke in said Monson with the Palmer and Brimfield road near the new schoolhouse at Fentonville (so-called) then in a westerly direction to a point at or near the southerly end of the bridge crossing the Quaboag River at Blanchardville.

Also that the common convenience and necessity require that a new highway be laid out and constructed in said Palmer as follows:-
Beginning at a point on said road from Palmer to Brimfield at the westerly corner of the house lot owned and occupied by Mrs. C. H. M. Blanch-

Ozro P. Royce et als.

Petrs. for new high-

ways in Monson and

Palmer.

ard as a residence. Then westerly to a point in the highway leading from Palmer to Monson through Tinneyville (so-called) at or near the site of a house recently burned belonging to Mary Nelson in said Tinneyville. We therefore pray that you will view said premises and after due notice and hearing lay out said highway and make such further orders and decrees as law and justice may require.

Dated April 25, 1894, Wales.

Ozro P. Royce and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the Fourth Tuesday of April, in the year of our Lord one thousand eight hundred and ninety-four, when the Commissioners appointed a place and time for a view of the premises and a hearing, and directed notice of the same to be given.. And said petition was continued from meeting to meeting to this meeting, and now it is ordered that said petition be dismissed.

R. J. Newell et als.
Petr. for location
of landing place in
Willimansett.

26.

See E. P. Page 197.

*Blue Print
Plans
Book 1 Page 197*

To the Honorable Board of County Commissioners of the County of Hampden:-
We the undersigned, free-holders in said county and residents in the City of Chicopee hereby respectfully represent that the exact location of a certain common landing-place on the bank of the Connecticut River near the village of Willimansett in said Chicopee cannot be readily ascertained. We therefore petition your Honorable Board to make due investigation thereof and proceed to ascertain the correct location of such landing-place and erect the necessary bounds thereof.

Chicopee, Mass., May 24, 1895.

R. J. Newell and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County on the Fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-five, when the petitioners appeared by their attorney, L. E. Hitchcock. And due proceedings having been had thereon, the County Commissioners filed the following location report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting, November 29th, 1895.

On the petition of R. J. Newell and others for location of a public landing-place already existing in Willimansett in said County, It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the County Commissioners did

on the thirty-first day of July, 1895, and by adjournment on the fourteenth day of August, next following, and on the fourth day of September 1895, view said landing-place and hear all parties interested in said petition. And at said hearings, no person or corporation interested in said petition having appeared to object to the granting of the prayer thereof, said County Commissioners do now locate said public landing-place at Willimansett as prayed for in said petition in the following manner, to wit:-

DESCRIPTION OF SAID LANDING-PLACE.

Beginning at a granite monument in the Southeasterly line of said landing-place at the point of intersection of said line with the Southwesterly line of the passageway leading from North Main Street to said landing-place, two hundred and fifty-two and $15/100$ (252.15) feet from a granite monument at the intersection of the Northwesterly line of said North Main Street with the Southwesterly line of said passageway to said landing-place; thence running S. 65 degrees 40 minutes W. (making an angle of 106 degrees with Southwesterly line of said passageway) one hundred and ninety-seven and $34/100$ (197.34) feet to a granite monument; thence N. 24 degrees 20 minutes W. forty-six and $1/2$ (46 $1/2$) feet to a granite monument near the edge of the river bank and thence continuing in the same course to the Connecticut River. Then beginning again at the first mentioned starting point and thence running N. 65 degrees 40 minutes E. ninety-nine and $66/100$ (99 $66/100$) feet across the aforesaid passageway to a granite monument; thence N. 24 degrees 20 minutes W. at right angles with the last line, to the Connecticut River.

The Southeasterly line of said landing-place is laid fifteen (15) rods from the Southwesterly line of said North Main Street measured along the centre line of said passageway two (2) rods wide leading from said North Main Street to said landing-place.

This public landing was located originally in 1765, and a description of its then location may be found recorded in Book "G", page 87 $1/2$ in the records at Northampton in the County of Hampshire.

A plan of the location of said public landing-place as hereinbefore described is filed herewith and made a part hereof.

Timothy M. Brown	}	County Commissioners.
J. M. Sickman		
W. H. Brainerd		

Hampden, ss.

November 29th, A.D. 1895.

County Commissioners' Meeting.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said landing-place may be known as a public landing-place forever.

Attest:-

Robert O. Morris, Clerk.

Frank F. Marcy et al. To the County Commissioners of the County of Hampden:-

Petrs. for private Railroad in Brimfield. 27. Respectfully represent Frank F. Marcy and Charles L. Gardner both of Palmer, in said County of Hampden, co-partners, under the firm name of Marcy and Gardner, that they desire to use steam power in the transportation of freight over their railroad for private use in Brimfield, in said County of Hampden, running as follows; commencing on the line of the Boston and Albany Railroad at a point about three hundred feet southerly of the station of said Boston and Albany Railroad, at West Brimfield in said Brimfield, and running thence in a southeasterly and easterly direction across land of said Boston and Albany Railroad and land of said Marcy and Gardner, to the brick yard of said Marcy and Gardner. That said Railroad for private use by necessity crosses the highway leading from said Palmer to Warren at a point in said Brimfield about three hundred and fifty feet southeasterly of said Railroad station. That said Railroad for private use was constructed across said highway with the consent of the Selectmen of said Brimfield and that the said Selectmen have consented to the use of steam power as aforesaid, as per copy hereto annexed.

Wherefore your petitioners pray that your Honorable Board will adjudge that public necessity requires the crossing of said highway at same level, and make a decree specially to authorize said Marcy and Gardner to use steam power on their said Railroad in such manner as shall be described in said decree.

Dated July 24th, 1895.

Frank F. Marcy }
Charles L. Gardner } Petitioners.

(COPY).

To the Selectmen of Brimfield:-

Respectfully represent Frank F. Marcy and Charles L. Gardner both of Palmer, Hampden County, Massachusetts, co-partners under the firm

name of Marcy and Gardner, that they desire to use steam power in the transportation of freight over their Railroad for private use in West Brimfield, in said Brimfield, running as follows:- commencing on the line of the Boston and Albany Railroad, at a point about three hundred feet southerly of the station of said Boston and Albany Railroad at said West Brimfield, and running thence in a southeasterly and easterly direction across land of said Boston and Albany Railroad and said Marcy and Gardner to the brick yard of said Marcy and Gardner. That said Railroad for private use, by necessity, crosses the highway leading from said Palmer to warren, at a point in said Brimfield about three hundred and fifty feet southeasterly of said Railroad station.

Said Marcy and Gardner therefore pray that your Board will consent to the use of steam as aforesaid on their said Railroad subject to such regulations as in the judgment of your Board, the safety and convenience of the public may require.

Dated July 20th, 1895. (Signed).

Frank F. Marcy

Charles L. Gardner

Brimfield Mass., July 24, 1895.

The undersigned, a majority of the Selectmen of Brimfield, having duly considered the matters set forth in the foregoing petition, and heard all parties who desired to be heard, hereby consent to the use of steam power on said Railroad as prayed for in said petition.

(Signed)

Arthur B. Brown

Charles C. Brown

Selectmen of Brimfield.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County, on the Fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-five, when the petitioners appeared by their attorneys, Gardner & Gardner. And said petition was continued to this meeting, and now the County Commissioners file the following final decree, to wit:-

Commonwealth of Massachusetts.

Hampden, ss.

County Commissioners' Meeting,

Nov. 6th, 1895.

On the petition of Frank F. Marcy and Charles L. Gardner both of Palmer, in said County of Hampden, co-partners, under the firm name of Marcy and Gardner, representing that they desire to use steam power in the transportation of freight over their Railroad for private use in Brimfield, in said County of Hampden, running as follows:- commencing on

the line of the Boston and Albany Railroad at a point about three hundred feet southerly of the station of said Boston and Albany Railroad, at West Brimfield, in said Brimfield, and running thence in a southeasterly direction across land of said Boston and Albany Railroad and land of said Marcy and Gardner, to the brick yard of said Marcy and Gardner. That said Railroad for private use by necessity crosses the highway leading from said Palmer to Warren at a point in said Brimfield about three hundred and fifty feet southeasterly of said Railroad station. That said Railroad for private use was constructed across said highway with the consent of the Selectmen of said Brimfield and that the said Selectmen have consented to the use of steam power as aforesaid, and praying that said Commissioners will adjudge that public necessity requires the crossing of said highway at the same level, and make a decree specially to authorize said Marcy and Gardner to use steam power on their said Railroad in such manner as shall be described in said decree, as by said petition on file will appear.

It appearing that public necessity requires that the prayer of said petition should be granted, and that the Board of Railroad Commissioners has, in writing, consented to said crossing at the same level, as will appear by the copy of its assent hereto annexed, it is hereby decreed that the said Marcy and Gardner be specially authorized to construct their said Railroad over said highway at the same level, provided, that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train approaches and passes over said crossing, and that no engine car or train shall pass over the same at a greater speed than four miles an hour.

Timothy M. Brown	}	County Commissioners.
J. M. Sickman		
W. H. Brainerd		

Commonwealth of Massachusetts.

In Board of Railroad Commissioners.

September 19, 1895

In the matter of the petition of Frank F. Marcy and Charles L. Gardner, co-partners under the name of Marcy & Gardner, for the consent of the Board to the grade crossing of a highway by a Railroad for their private use in the transportation of freight,- after public notice and hearing, it is ORDERED, That the Board hereby consents to the construction by the petitioners of a Railroad track for such private use, to be operated by steam power, across and at a level with the highway in the town

of Brimfield leading from the town of Palmer to the town of Warren, connecting with the Boston & Albany Railroad, and crossing said highway at a point about 350 feet southeasterly of the station on said Railroad at West Brimfield, as shown on a plan filed with said petition,- it appearing that the selectmen of said town of Brimfield have consented thereto, and that the Commissioners of the County of Hampden, by their decree dated August 28, 1895, have adjudged that the public necessity requires the same, and no objection now being shown thereto:- provided, that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train approaches and passes over said crossing, and that no engine, car or train shall pass over the same at a greater speed than four miles an hour. Attest:-

(Signed)

Wm. A. Crafts, Clerk.

A true copy.

Attest:-

Wm. A. Crafts, Clerk.

To the County Commissioners of the County of Hampden, State of Massachusetts:-

The undersigned citizens of the Town of West Springfield respectfully represent that a portion of a certain highway called Westfield Street in said Town, extending from Elm Street westerly to the village of Mitteneague, is of insufficient width at its easterly end, being only fifty feet in width, and that public convenience and necessity require that said portion of said Street should be widened. Your petitioners therefore respectfully ask your honorable body to view the premises and to widen and new locate the said portion of said street by taking from the lands upon the southerly side of said Street between said Elm Street and the westerly limit of the land of John Olmstead at the foot of Tubb's Hill, so much thereof as may be necessary to make said Street sixty feet in width.

W. F. Cook and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County, on the Fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-five, when the petitioners appeared by their attorney, Henry C. Bliss, and the Commissioners appointed a place and time for a view of the prem-

Wm. F. Cook et als.,
Petr. for widening
and new location of
portion of Westfield
Street in West Springfield.

28.

ises and a hearing, and directed notice of the same to be given. And said petition was continued to this meeting and now it is ordered that said petition be dismissed.

W. M. Green et als., North Wilbraham, August 19th, 1895.

Petrs. for new highway in Wilbraham.

31.

For plan - See Book
of Plans ⁴ Pages
198 - 200.

To the Honorable the County Commissioners within and for the County of Hampden:

Respectfully represent the undersigned legal voters and taxpayers in Wilbraham in said County, that the public convenience and necessity require that a new highway should be laid out and located in said town. Beginning at a point on the Boston Road east and south of the overhead bridge at Moran's (so-called), and running on the southerly side of the Boston and Albany R. R. tracks to a point on said Boston Road between Stony Hill Road and the Springfield line. Wherefore your petitioners pray that your Honorable Board will view said premises and lay out and locate said new highway as prayed for and for such further orders and decrees in the premises as shall to law and justice appertain.

W. M. Green and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield, within and for said County on the Fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-five, and was continued to this meeting, and due proceedings having been had thereon, the County Commissioners filed the following location report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, November 16, 1895.

On the Petition of W. M. Green and others, praying for a highway to be laid out and located in Wilbraham in said County,

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-eighth day of September, A. D. 1895, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be laid out and located. And said Commissioners appointed the sixth day of November, 1895, as the time when they would proceed to lay out and locate said highway, and gave due notice as the law directs.

And now said Commissioners lay out and locate said highway in the manner following:-

SOUTHERLY BOUNDARY LINE.

Beginning at a granite stone monument in the west line of the present highway leading to Moran's Crossing of the Boston and Albany Railroad (so-called) eighty-six and 82/100 (86.82) feet from the southerly line of the Boston and Albany Railroad Company's location measured on the westerly line of said highway; thence N. 83 degrees 33 minutes W. two hundred and thirty-seven and 69/100 (237.69) feet to a granite monument; thence S. 85 degrees 27 minutes W. two hundred and seventy-four and 10/100 (274.10) feet to a granite monument; thence S. 88 degrees 54 minutes W. four hundred and six and 17/100 (406.17) feet to a granite monument; and thence S. 86 degrees W. three thousand and forty-nine and 06/100 (3049.06) feet to a granite monument on the easterly line of the Stony Hill Road (so-called).

NORTHERLY BOUNDARY LINE.

Beginning at a granite monument in the westerly line of said highway leading to Moran's Crossing fifty (50) feet northerly from the starting point of the above described southerly boundary line and running thence N. 83 degrees 33 minutes W. two hundred and thirty-eight and 87/100 (238.87) feet to a granite monument; thence N. 89 degrees 21 minutes W. four hundred and forty-three and 74/100 (443.74) feet to a granite monument; thence S. 81 degrees 57 minutes W. two hundred and forty-six and 76/100 (246.76) feet to a granite monument and thence S. 86 degrees W. three thousand and seventy-two and 82/100 (3072.82) feet to a granite monument in the easterly line of the Stony Hill Road (so-called). The first and last courses on each side of this highway are parallel and fifty feet distant from each other.

The highway leading to said Moran's Crossing, from which the foregoing description starts was laid out in 1882, and the Record thereof may be found in Book 10, Page 203.

CULVERT.

There is to be one culvert across the above described highway located as shown on the plan filed herewith, to be built of stone and to be two (2) feet wide, three (3) feet high and thirty-two (32) feet long.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of April next, to remove therefrom their wood, timber or trees. And said Commissioners having heard the

proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:-

To Ludlow Manufacturing Company, \$ 55.00

To Mrs. Michael Powers or Heirs of Michael Powers, 600.00

To be paid to them out of the County Treasury, when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway.

And it is ordered by said Commissioners that the inhabitants of said town of Wilbraham shall, on or before the first day of October, 1896, complete and finish the same, so that twenty (20) feet in width thereof throughout the whole exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads. If practicable, the centre of the travelled part shall be the centre of the location. The form and manner of construction shall be as follows:- All obstructions shall be removed from every part of the same to the width aforesaid, and so shaped that the centre shall be six inches higher than the sides by a circular, curved surface; all small inequalities shall be reduced to a level, or a regularly inclined plane, and its grades shall be as indicated on the plan filed herewith; drains and sluices shall be of the same material and of sufficient capacity at all places necessary for conducting away the water. Swampy and soft bottoms shall be raised at least three (3) feet; on the surface of the whole part to be travelled upon shall consist of gravel or other material which shall be permanently hard; and durable stone monuments shall be placed at each end, and at each angle, in said described lines. Where excavations are necessary, the slope of the banks on the sides shall not exceed one foot perpendicular, to one and one half feet horizontal. Railings shall be erected at all steep and dangerous places; and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners. A plan of this highway as hereinbefore laid out is filed herewith and made a part hereof.

Timothy M. Brown	} County Commissioners.
J. M. Sickman	
W. H. Brainerd	

County Commissioners' Meeting,

Hampden, ss.

November 29, A. D. 1895

The foregoing report is filed and accepted, and thereupon it is ord-

ered that the same be recorded; that the said road may be known as a public highway forever.

Attest:-

Robert O. Morris, Clerk.

To the County Commissioners of Hampden County:-

We the undersigned Selectmen of the Town of Chester respectfully represent that many of the monuments marking the boundary lines of certain highways hereinafter described, situate within the village of Chester in said Town are lost, and that the boundary lines of said highways are uncertain and undefined; therefore we pray your Honorable Board to re-establish and restore the lines of said highways as determined by the records and to order monuments set marking the same; and that wherever the boundary lines cannot be ascertained and determined by the records said highways be located anew as the common convenience and necessity may require. The aforesaid highways being described as follows, to wit:-

The highway known as Main Street from a point near George Pease's store to the bridge across Austin Brook, the highway known as River Street from its intersection with Main Street to a point near the barn of A. Willcutt the highway known as Huntington Street from its intersection with Main Street to the Dwight Smith Crossing, the highway known as Middlefield Street from its intersection with Main Street to a point near the dwelling-house of William Stevens.

Chester, September 3d, 1895.

Geo. H. Hapgood

Clarence M. Woods

Edward L. Higgins

Selectmen of
Chester.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the Fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-five, and was continued to this meeting, and on the fourteenth day of October, the petitioners move for and have leave to amend their said petition, as follows:-

To the County Commissioners of the County of Hampden:-

In case No. 33, the same being a petition of the Selectmen of the Town of Chester to establish and restore the boundary lines of certain highways described in said petition, the petitioners now come and ask to

Selectmen of Chester,
Petrs. for re-establishment and restoration of lines of highways.

33.

See Book 13, Page 8.

amend their said petition by inserting therein in the prayer of the petition after the word "Records" in line No. 12 the words "or as common convenience and necessity may require", and also in line 16 of the petition after the word "Records" the words, "or where public convenience and necessity may require a relocation".

Chester, Oct. 14th, 1895.

George H. Hapgood	}	Selectmen of Chester.
Clarence M. Wood		
Edward L. Higgins		

And due proceedings having been had thereon, the County Commissioners filed the following location report, to wit:-

Commonwealth of Massachusetts.

Hampden, ss. County Commissioners' Meeting, December 4th, 1895.

On the petition of the Selectmen of the Town of Chester for the re-establishment and restoration of lines of highways in said town as amended October 14, 1895:- It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, said County Commissioners did, on the fourteenth day of October, 1895, at 10 o'clock A. M., view the highways named in said petition, and hear all parties interested, and did adjudge that common convenience and necessity required the re-establishment and relocation of the lines of said highways described in said Petition. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, by adjournment said Commissioners appointed the twenty-eighth day of October, 1895, at 10 o'clock A. M. as the time when and the town hall at Chester, as the place where they would proceed to re-establish and relocate the lines of the highways described in said petition. At said time and place said Commissioners, after hearing all parties interested, did proceed to re-establish and to relocate the lines of said highways as asked for in said petition, and now make report of the re-establishment and relocation of said highways as follows:-

I.

MAIN STREET FROM A POINT NEAR GEORGE PEASE'S STORE TO THE BRIDGE ACROSS
AUSTIN BROOK.

Beginning at monument No. 1 on the west side of Austin Brook, thence running north 53 degrees 14 minutes east three hundred and seventy-three (373) feet to monument No. 3 thence N. 64 degrees 30 minutes E. one hundred and four (104) feet to monument No. 5 thence N. 80 degrees 45 min-

utes E. two hundred and twenty-four (224) feet to monument No. 7 thence S. 84 degrees 43 minutes E. one hundred and forty-four (144) feet to monument No. 9 thence S. 65 degrees 49 minutes E. four hundred and fifty-three and six-tenths (453.6) feet to monument No. 11; thence S. 56 degrees 19 minutes E. five hundred and fifty-one and five-tenths (551.5) feet to monument No. 13; thence S. 71 degrees 39 minutes E. one hundred and fifty-three (153) feet to monument No. 17 on the west line of Middlefield Street; thence S. 70 degrees 48 minutes E. one hundred and thirty and two-tenths (130.2) feet to monument No. 19 on the east line of Middlefield Street; thence N. 84 degrees 5 minutes E. one hundred and five-tenths (100.5) feet to monument No. 20 on the line between the Congregational Church land and land of O. J. Shepardson; thence N. 81 degrees 30 minutes E. three hundred and seventy-six (376) feet to monument No. 22 at the west line of River Street; thence on same course forty (40) feet to monument No. 23 on the east line of River Street; thence on same course three hundred and six (306) feet to monument No. 24 to location of Boston and Albany Railroad Company. The line described above is the north line of said Main Street.

The south line of this (Main) Street is parallel and forty-nine and one half ($49 \frac{1}{2}$) feet distant from the north line as above described and runs from monument No. 2 through Nos. 4, 6, 8, 10, 12, 14, 16, 18, 21, 15 to No. 25.

II.

RIVER STREET FROM ITS INTERSECTION WITH MAIN STREET TO A POINT NEAR THE BARN OF A. WILLCUTT.

Beginning at monument No. 23 in the northerly line of Main Street and running thence N. 6 degrees 24 minutes W. one hundred and five and six-tenths (105.6) feet to monument No. 78; thence N. 6 degrees 46 minutes E. eighty (80) feet to monument No. 80; thence N. 14 degrees 10 minutes E. eighty-eight and four-tenths (88.4) feet to monument No. 82; thence N. 20 degrees 9 minutes E. two hundred and eighteen (218) feet to monument No. 84.

The above is the description of the westerly line of said Street and the easterly line is parallel therewith and forty (40) feet distant therefrom running from monument No. 22 through Nos. 79, 81, 83 to 85.

III.

HUNTINGTON STREET FROM ITS INTERSECTION WITH MAIN STREET TO THE DWIGHT SMITH CROSSING.

Beginning on the southerly line of Main Street at monument No. 18 and thence running S. 56 degrees 15 minutes E. two hundred and three and eight-tenths (203.8) feet to monument No. 56; thence S. 48 degrees 45 minutes E. one hundred and fifty-two and six-tenths (152.6) feet to monument No. 58. This being the west line of said Huntington Street. The east line thereof begins in the southerly line of Main Street at monument 21 and runs thence on a curve whose chord is seventy-five (75) feet and whose middle ordinate is nine and seven-tenths (9.7) feet to monument No. 57 which is fifty-seven and four-tenths (57.4) feet distant from monument No. 56, measured at a right angle to the line from monument No. 56 to No. 58; thence to monument No. 59 which is forty-nine and seventy-one hundredths (49.71) feet from monument No. 58 measured on the line dividing the angle from Nos. 56, 58 and 60. Thence from monument No. 58 S. 38 degrees 12 minutes E. fifty-two and eight-tenths (52.8) feet to monument No. 60; thence S. 29 degrees 44 minutes E. seventy-three and five-tenths (73.5) feet to monument No. 62, which is on line with the south side of the Methodist Church and two (2) feet distant from the pilaster. Thence S. 21 degrees 15 minutes E. sixty-eight and five-tenths (68.5) feet to monument No. 64; thence S. 26 degrees 58 minutes E. three hundred and ninety-one and one-tenth (391.1) feet to monument No. 66; thence S. 72 degrees 7 minutes E. five hundred and ninety-nine and nine-tenths (599.9) feet to monument No. 68 which is in the division line between E. L. Cowles' land and the Cemetery thence S. 59 degrees 12 minutes E. ninety-three and two-tenths (93.2) feet to monument No. 70; thence S. 51 degrees 42 minutes E. three hundred and fifty-six and five-tenths (356.5) feet to monument No. 72; thence S. 50 degrees 57 minutes E. eight hundred and thirty-nine (839) feet to monument NO. 74; thence S. 52 degrees 23 minutes E. seven hundred and thirty-seven and three-tenths (737.3) feet to the Boston and Albany Railroad Company's location.

The north and east side of this street from monument No. 59 through Nos. 61, 63, 65, 67, 69, 71, 73, 75, and 77, is parallel with and forty-nine and five-tenths (49.5) feet distant from the west and south line described above.

IV.

MIDDLEFIELD STREET FROM ITS INTERSECTION WITH MAIN STREET TO A POINT NEAR
THE DWELLING-HOUSE OF WILLIAM STEVENS.

Beginning at monument No. 17 on the north line of Main Street, thence on a tangent curve of twenty-five (25) feet radius, forty-four and forty-three hundredths (44.43) feet to monument No. 26 thence N. 7 degrees E. five hundred and sixty-three and three-tenths (563.3) feet to monument No. 29 in the division line between George A. Allen's and C. D. Hemenway's land. The east line of the street for this distance begins one hundred and thirty and two-tenths (130.2) feet easterly from monument No. 17 at monument No. 19 in the north line of Main Street, and thence N. 14 degrees 55 minutes W. one hundred and twenty-six and five-tenths (126.5) feet to monument No. 27; thence N. 3 degrees 17 minutes W. thirty and three-tenths (30.3) feet to monument No. 28 which is forty-five (45) feet distant from the West line of the street; thence parallel and forty-nine feet distant from the west line of the street to monument No. 30. Thence from monument No. 29 N. 7 degrees 43 minutes E. two hundred and sixty-one and one-tenth (261.1) feet to monument 31.

The east line of the street for this distance is parallel with and forty-five (45) feet distant from said west line from monument No. 30 to No. 32. Thence from monument No. 31 N. 10 degrees 3 minutes E. two hundred and thirty-one (231) feet to monument No. 33 which is in the division line between Daniel B. Holcomb's and F. W. Quigley's land. The east side of the Street for this distance is forty-five (45) feet distant from the west line at monument 32, and the Street widens to fifty feet at monument No. 34. Thence from monument No. 33 N. 20 degrees 21 minutes E. three hundred and ninety-seven and two-tenths (397.2) feet to monument No. 35.

The east line of the Street for this distance is parallel and fifty (50) feet distant from the west line from monument No. 34 to No. 36. Thence from monument No. 35 N. 18 degrees 7 minutes E. one hundred and fifty-three and two-tenths (153.2) feet to monument No. 37 which is in the division line between land of estate of one Wright, and of Timothy Keefe. The east line of the street for this distance is parallel with the west line and fifty (50) feet distant therefrom from monument No. 36 to No. 38. Thence from monument No. 37 N. 22 degrees 38 minutes E. one hundred and eighty-nine and seven-tenths (189.7) feet to monument No. 39 which is on the south line of Shepherd Street.

The east line of the Street is parallel with the west line thereof and fifty (50) feet distant therefrom from monument No. 38 to No. 40. Thence from monument No. 39 N. 16 degrees 43 minutes E. two hundred and forty-three and six-tenths (243.6) feet to monument No. 41 which is in the division line between Timothy Keefe's and C. M. Combs' land. The east line of the Street for this distance is parallel with and fifty (50) feet distant from the west line from monument No. 40 to No. 42. Thence N. 15 minutes E. one hundred and ninety-three and five-tenths (193.5) feet to monument No. 43. The east line of the Street for this distance is parallel with and fifty (50) feet distant from the west line from monument No. 42 to No. 44. Thence from monument 43 N. 18 degrees 21 minutes W. eighty-five and seven-tenths (85.7) feet to monument No. 45. The east line of the street for this distance is parallel with the west line and distant therefrom fifty (50) feet from monument No. 44 to No. 46. Thence from monument No. 45 N. 24 degrees 17 minutes W. one hundred and eighty-eight (188) feet to monument No. 47, which is in the division line between land of J. O. Burleigh and estate of one Clark; thence N. 25 degrees 37 minutes W. three hundred and three and five-tenths (303.5) feet to monument No. 48. The east line of said Street for the last two courses begins at monument No. 46 $1\frac{1}{2}$ which is on the river bank at the end of a line drawn from monument No. 45 through No. 46 to the river bank and runs thence on said river bank to monument No. 47 $1\frac{1}{2}$ which is on the river bank at the end of the line of the north side of said Quigley's house extended to the river bank; thence from monument 48 $1\frac{1}{2}$ which is in said line from the north side of Quigley's house forty (40) feet from the west line of said street and runs thence parallel with said west line and forty (40) feet distant therefrom to monument No. 49. Thence from monument No. 48 N. 24 degrees 37 minutes W. one hundred and forty and seven-tenths (140.7) feet to monument No. 50 which is in the division line between M. D. Sanderson's and Timothy Keefe's land. The east line of the Street is parallel with and forty (40) feet distant from said west line from monument No. 49 to No. 51. Thence from monument No. 50 N. 16 degrees 19 minutes W. one hundred and sixty and three-tenths (160.3) feet to monument No. 52. The east line of the street for this distance is parallel with and forty (40) feet distant from said west line from monument No. 51 to No. 53. Thence from monument No. 52 N. 6 degrees 59 minutes E. four hundred and seventy-four (474) feet to monument No. 54.

The east side of the street for this distance is parallel and forty (40) feet distant from the west line from monument No. 53 to No. 55. The first courses described in the foregoing location of Middlefield Street are run on the westerly line of said Street.

And the owners of land over which said highways are relocated are allowed until the first day of April next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of relaying and locating said highways, have estimated the same as follows, to wit:-

Names.	Damages awarded.	Names.	Damages awarded.
Main Street.		Huntington Street.	
E.H. Alvord	\$200.	O. B. Beach	\$ 5.
H. J. Higgins	450.	Mrs. Wm. Glynn	100.
J. H. A. Jones	250.	Willis Hunt	300.
Rufus Smith	400.	N. A. Harwood	50.
Mrs. J.A. Ellsworth	400.	Trustees Methodist	
B.D. Shepherd	300.	Episcopal Church	50.
Dr. H.E. Wilson	400.	Mrs. J. Wing	500.
Hampden Emery &		James Tobin	200.
Corundum Co.	75.	George Bishop	100.
W. S. Gamwell	35.	Timothy Keefe for damages on	
		all streets relocated herein	600.
River Street.			
Thomas Smithies	100.	Middlefield Street.	
		Nettie E. Barnes	150.
Huntington Street		Mrs. Lucy Granger and Mary J. Fay	150.
E. L. Cowles	50.	Wm. H. Day (Chester House property)	
Mr. & Mrs. C.D. Smith	50.	for damages on all Streets re-	
John B. Ripley	100.	located herein.	500.
Crystal Mills	100.	Charles M. Combs	15.
Julia Norton	50.	Fred M. Burleigh	5.
George Knowles	85.	Ira O. Burleigh	5.
		W. D. Sanderson	5.

To be paid to them by the inhabitants of the town of Chester, when the land over which the highways are located shall have been entered upon and possession taken for the purpose of constructing said highways.

And it is ordered by said Commissioners that the inhabitants of said

town of Chester, shall, on or before the first day of July 1896, complete and finish the same, so that eighteen feet in width thereof throughout the whole, exclusive of gutters on the sides, shall be safe and convenient for the passage of teams of every description, with customary loads.

If practicable, the centre of the travelled part shall be the centre of the location. The form and manner of construction shall be as follows:- All obstructions shall be removed from every part of the same to the width aforesaid, and so shaped that the centre shall be six inches higher than the sides by a circular, curved surface; all small inequalities shall be reduced to a level, or a regularly inclined plane. Bridges shall be constructed of stone, brick or iron; drains and sluices shall be of the same material and of sufficient capacity at all places necessary for conducting away the water. Swampy and soft bottoms shall be raised at least three feet:- The surface of the whole part to be travelled upon shall consist of gravel or other material which shall be permanently hard; and durable stone monuments shall be placed at each end, and at each angle, in said described lines. Where excavations are necessary, the slope of the banks on the sides shall not exceed one foot perpendicular, to one and one half feet horizontal. Railings shall be erected at all steep and dangerous places; and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

Plans of said Highways with their lines re-established and relocated as hereinbefore described are filed herewith and made a part hereof.

Timothy M. Brown	}	County
J. M. Sickman		Commissioners.
W. H. Brainerd		

County Commissioners' Meeting.

Hampden, ss.

Dec. 4th, A.D. 1895.

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:-

Robert O. Morris, Clerk.

See Book 13, Page 8.

To the County Commissioners of the County of Hampden:-

The undersigned, citizens and taxpayers of said County, respectfully represent that common convenience and necessity require that a new highway and bridge be located as follows:-

Beginning at a point on North Front street, in Day Hollow, near the barn of one Miller, in Agawam, in said County, and running thence across the Agawam River, to intersect with the highway leading from Westfield to Springfield, at or near the house of Charles Sibley, in West Springfield, in said County.

Wherefore your petitioners pray that your Honorable Board will view said premises and make such orders as you shall deem best.

Samuel Flower and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the Fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-five, and was continued to this meeting when the Commissioners appointed a place and time for a view of the premises and a hearing, and directed notice of the same to be given, and now it is ordered that said petition be dismissed.

Samuel Flower et als.,
Petr. for a new highway and bridge in
Agawam and West
Springfield.

35.

Blandford, Mass. July 31st, 1895.

To the Honorable the Board of County Commissioners of the County of Hampden and Commonwealth of Massachusetts.

The undersigned residents and taxpayers in the town of Blandford in said County and Commonwealth, respectfully represent, That a certain road which was located by your Honorable Body in the year 1894, and described as follows, to wit:- Beginning at a point south side of pond, on road leading from house of Simeon Clark to house of W. F. Stephens (now Wm. S. Guerineau) along south side of pond and pond brook, to a point in "Brook Road" (so-called) near a bridge leading past house of Lewis C. Nye owing to the numerous stones and ledges and extra expense in building along said location, your petitioners therefore pray that the road (or located road) be discontinued, and a road be located as follows, to wit:- Beginning at a marked tree (near School-house Dist. #6) on road leading from Huntington to Blandford Centre and running in a southwesterly direction on north and west side pond and pond brook on survey made by F. T. Ley in fall of 1894 to a monument near bridge on Brook Road (so-called)

A. H. Nye et als.,
Petr. for discontinuance and location of
highways in Blandford.

37.

leading past house of Lewis C. Nye.

A. H. Nye and others, Petitioners.

The foregoing petition was entered at a meeting of the County Commissioners holden at Springfield within and for said County on the Fourth Tuesday of June, in the year of our Lord one thousand eight hundred and ninety-five, and was continued to this meeting, when the Commissioners appointed a place and time for a view of the premises and a hearing, and directed notice of the same to be given, and now it is ordered that said petition be dismissed.

Transfers for
Various Accounts.

October 12th, 1895. The following transfers of accounts were made:-

From moneys not otherwise appropriated to Law Library Two Hundred Dollars from moneys not otherwise appropriated to Surveys of Highways Two Hundred Dollars; from moneys not otherwise appropriated to Fuel and Lights (Court House) Three Hundred Dollars; from moneys not otherwise appropriated to witnesses in Criminal Cases Twenty-five Hundred Dollars.

November 16th, 1895. The following transfers of accounts were made:-

From Repairs at court-house to Venires, (service) Sixty Dollars; from Repairs at Court-house to Miscellaneous Three Hundred and Fifty Dollars; from Repairs at Court-house to Medical Examiners Three Hundred and Eighty Dollars; From Repairs at Court-house to Serving and Publishing Commissioners' Notices One Hundred and Fifty Dollars; from Repairs at Court-house to Fuel and Lights Two Hundred Dollars; from Repairs at Court-house to Commissioners' Travel Sixty Dollars; from Repairs at Court-house to Officers of Court Eight Hundred Dollars; from Construction of Highways to Juries Two Thousand Dollars; from Construction of Highways to Insanity Cases Five Hundred Dollars; from Construction of Highways to Stenographer (Court) Five Hundred Dollars; from money not otherwise appropriated to Land Damages One Thousand Dollars; from money not otherwise appropriated to Salary of Register of Deeds Seven Hundred Dollars; from money not otherwise appropriated to Service Clerks of Register of Deeds Seven Hundred dollars; from Repairs at Jail to Provisions at Jail Three Hundred Dollars; from Repairs at Jail to Miscellaneous Account at Jail Five Hundred Dollars; from Furniture at Jail to Water Rents Seventy-five Dollars; from Beds and Bedding at Jail to Water Rents Fifty Dollars; from Fuel and Lights at Jail to Salaries at Jail Six Hundred Dollars; from Medicine &c at Jail to Salaries at Jail Four Hundred Dollars.

October 1, 1895. Contract awarded H. L. Niles & Co. for furnishing Jail and House of Correction with provisions for the year ensuing.

\$2.70 per hundred pounds for corned beef:

8 1/2 cts. per pound for salt pork:

2 cts. per pound for beef shanks.

Oct. Meeting, 1895.

Contract awarded
H. L. Niles & Co.
for furnishing Jail
and House of Correct-
ion with provisions.

Estimate by the County Commissioners of the County of Hampden of the Taxes needed by said County for the year ending December 31, 1896.

County Estimate.

Interest on County debt,	\$ 14,000.
Reduction of County debt,	21,000.
Salaries of County officers and assistants,	17,000.
Salaries of judges and clerks of district and police courts, .	12,000.
Salaries of jailers and masters and assistants in jails and houses of correction,	9,000.
Support of prisoners in jails and houses of correction, in excess of receipts,	16,500.
Criminal costs in superior court, in excess of receipts, . . .	1,000.
Civil expenses in supreme and superior courts,	24,000.
Expenses in district and police courts,	7,500.
Transportation expenses of county and special commissioners, .	200.
Medical examiners, inquests and commitment of the insane, . . .	4,500.
Auditors, masters and referees,	2,000.
Repairing, furnishing and improving County buildings,	8,000.
Care, fuel, lights and supplies in County buildings, other than jails and houses of correction,	7,000.
Highways, bridges and land damages, in excess of receipts, . .	8,500.
Copying, recording, indexing, printing, stationery and advertising, in excess of receipts,	1,000.
Law libraries,	2,000.
Truant schools, in excess of receipts,	6,000.
Miscellaneous and contingent expenses, in excess of receipts, .	3,800.
	<u>\$165,000.</u>

Amount of County debt, viz.:	Due.	Rate of Interest.	Amounts.
Permanent loans,			
8 \$10,000.- Notes one due each	1st Jan. 1896	7%	\$ 80,000.
	to 1902.		
1 Note National Bank of			
Redemption, Boston,	Feb. 28, 1896	3 3/4%	11,000.
1 Note Same	Feb. 29, 1897.	3 3/4%	11,000.
200 Bonds	Aug. 1, 1905.	3%	200,000.
Loans in anticipation of taxes,			
	None.		
Taxes due and unpaid, viz.:			
Town or city of			
	None.		

Sheep Damages.

The sum of Two Hundred Fifty-eight Dollars and Eighty-five cents is allowed for damages and other expenses incurred under the Statutes relative to Dogs, and the same is ordered to be paid out of the moneys received by the County Treasurer under the provisions of said Statutes.

Land Damages.

The following person is allowed the sum set against his name for damages to lands taken for highways, amounting to the sum of Twenty-five Dollars and the same is ordered to be paid from the County Treasury.
To W. R. Holcomb on petition of Selectmen of Montgomery.

Hampden, ss. December 11th, 1896.

Judgment is entered up according to reports etc., and all matters not acted upon are ordered to be continued, and this meeting is adjourned without day.

Attest:-

Robert O. Morris

Clerk.

